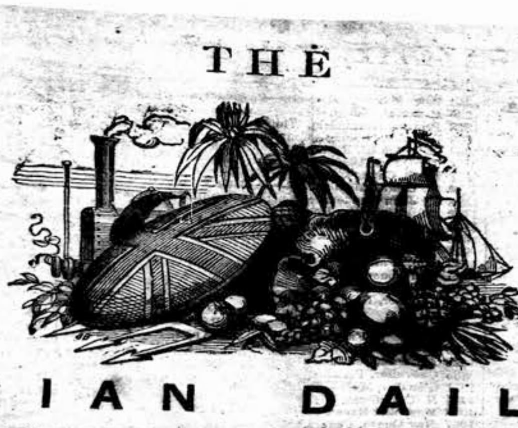
THE

# Bombay Gazette,



AND INDIAN DAILY NEWS.

No. 5,488, New Series.] BOMBAY : FRIDAY, JANUARY 23, 1863. [Annual Subscription in advance...Rupees Fifty-two.

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### FOR LONDON.

*To sail about the 25th proximo.*

THE fine A 1 Teak Frigate-built Ship COSPATRICK, 1,200 Tons register, J. A. Elmslie, Commander, has first-class accommodation for Passengers and carries an experienced Surgeon. For particulars, plan of Cabins, &c., apply to W. NICOL & Co., Agents.

Bombay, 16th December 1862.

### FOR LONDON.

*To sail in January.*

THE fine A 1 12 years Ship HER MAJESTY, 1,112 Tons, Captain Seymour, has excellent accommodation for Passengers. For particulars, apply to W. NICOL & Co., Agents.

Bombay, 24th December 1862.

### FOR LONDON.

TO SAIL ABOUT THE 3rd FEBRUARY.—The fine A 1 ship DANIEL RANKIN, Alexander Miller, Commander, carrying an experienced Surgeon, has still several Cabins disengaged. Apply to Captain Miller, or to GREY & Co.

### FOR HODEIDA AND JUDDAH.

THE fast sailing Ship MARIA GREY, P. L. Jones, Commander, will sail for the above Ports about the 10th of February calling at Aden should sufficient inducement offer. For Freight only, and further particulars apply to Mirza Ali Mahomed Khan, H. H. the Nizam's Ships Agency, Turkish Consulate, Mahomed Ali Khan Street, Bombay.

MAHOMED TAKEY, For Ali Mahomed Khan.

20th January 1863.

### FOR KURRACHEE.

*(Calling at Veraval, Porebunder, Mangrole, and Cutch Mandvie, should sufficient inducement offer.)*

THE S. S. PIONEER, Richard Taunton, Commander, will be dispatched as above on MONDAY the 26th instant at 4 P. M.

For freight and passage, apply to RITCHIE, STEUART & Co.

### FOR SURAT.

THE new and well-known Steamer MOUNTSTUART ELPHINSTONE, R. Taunton, Commander, will start for the above Port, TO-MORROW, SATURDAY, the 24th instant, at 2 P. M. positively.

For Freight or Passage apply at the Steamer's Office, next to Bazar Gate.

Bombay, 23rd January, 1863.

### FOR SURAT.

THE well-known and fast sailing Steamer PHLOX, C. Puddicombe, Commander, will start for the above Port, TO-MORROW, SATURDAY, the 24th instant, at 3 P. M.

For Freight or Passage apply at the Steamer's Office, Bazar Gate Street, opposite to Javerchund Atmaram.

Bombay, 23rd January 1863.

### FOR SURAT.

THE fast sailing first-class Steamship VICTORIA, G. Ahmed, Commander, lately repaired extensively and efficiently in Her Majesty's Dock, yard under the supervision of Government Officers; her Engines have been thoroughly repaired and refitted with a new Boiler, and has excellent accommodation for first-class Passengers, will leave for the above Port, TO-MORROW, SATURDAY, the 24th instant, at 3 P.M. precisely.

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## Wanted.

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WANTED.—For the Office of the Conservator of Forests, an ENGLISH WRITER. Salary Rs. 40 per month. Apply to Mr. Williams, Assistant Conservator, Colaba.

N. A. DALZELL, Conservator of Forests.

20th January 1863.

A RESPECTABLE PORTUGUESE wishes an engagement in a Mercantile Firm or in any other employment as a godown-keeper, or out-door assistant, or other employment where he could make himself generally useful. He possesses a good experience with the Coast produce, and can speak French well, accustomed to purchase, receive, weigh, measure, and deliver for export and import, also checking Invoices, Bills of Lading, and Manifest, and would study the interest of his employers. Highly satisfactory reference given, apply to "D. C.," care of the *Bombay Gazette*.

## Houses, &c. to Let.

TO LET.—A new, commodious and airy House in Hornby Row, on the site of the old European General Hospital, suitable for a large office or family residence. Apply to JEWAJEE MANECKJEE on the premises.

Bombay, 28th December 1862.

TO BE LET, FROM 1st FEBRUARY NEXT.—The House, No. 28, in Medow Street, now occupied by Messrs. Chesson & Woodhall, Booksellers. Apply to Burjorjee Nusserwanjee, Milliner, at the Premises.

Bombay, 15th January 1863.

NOTICE.—The undersigned respectfully returns thanks for the liberal patronage he has hitherto received, and begs to inform the public of Bombay and Outstations that, owing to the present Building *undergoing extensive alterations*, he has removed to No. 29, Medow Street, opposite the Bank of Bombay, and trusts to merit the same kind patronage and support, as he still continues to import the same first Class Goods, made especially to order, superior and cheaper to any imported, viz.

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RICHARD PARTRIDGE, Red Sea Mart.

Bombay, 29th September 1862.

## Notices.

CONSIGNEES OF GOODS per *Queen of the Seas*, from Liverpool, are requested to SEND OFF BOATS at once to the Ship, and take delivery of their Goods as they come to hand, otherwise they will be landed at the risk and expense of the concerned; and the Captain will not be responsible for the condition of any Package after it has left the Ship's deck.

W. & A. GRAHAM & Co., Agents for the *Queen of the Seas*.

Bombay, 20th January 1863.

NOTICE.—CONSIGNEES OF CARGO per *Duke of Northumberland*, Captain E. Brown, from London, are hereby requested to SEND OFF BOATS for their Cargo, as it comes to hand, otherwise the Captain will land it at their risk and expense.

Captain E. Brown will not be responsible for the condition and contents of any Packages after they have left the Ship.

JOHN TANNER & Co., Agents.

Bombay, 20th January 1863.

NOTICE.—CONSIGNEES OF CARGO per ship *Trenton*, from Liverpool, are requested to SEND BOATS to-morrow, to receive their Goods as they come to hand, otherwise they will be landed at their expense and risk.

Captain Walker will not be responsible for the condition of Packages aftey have left the Ship's side.

COUPLAND & Co., Agents for the *Trenton*.

Bombay, 20th January 1863.

NOTICE.—The Elphinstone Land and Press Company's Tug Steamer PEHLWAN, 70 tons, 60 H. P. not being at present required is available for towing or other purposes. For particulars apply to W. NICOL & Co.

NOTICE.—In consequence of the change of the date of departure of the English Mail, the Half-yearly General Meeting of the Members of the Byculla Club, will by held on THURSDAY, the 29th, instead of WEDNESDAY, 28th instant, as notified in former Advertisements.

J. WRAY, Honorary Secretary.

Byculla Club, 9th Jan. 1863.

MR. G. W. HEALEY retires from our Firm, and his Interest and Responsibility cease from this date.

STEARNS, HOBART & Co.

Bombay, 1st January 1863.

### REMOVAL.

MESSRS. EDULJEE RUSTOMJEE SONS, from Apollo Street, No. 17, to the Premises No. 11, Apollo Street Lane, lately occupied as the British Hotel.

NOTICE.—Unavoidable postponement of the Public Auction Sale at Trivatoor of the Hull and Marine Store of the Screw Steamer *Jason*, on account of the concerned, to Thursday 29th January. Messrs. Oakes & Co. are instructed to give notice that the Public Sale, to the highest bidders, of the Screw Steamer *Jason* wrought Iron built, 2,688 Tons Register, length 315 feet, beam 42 feet, 350 Horse power as she lays stranded on the Trivatoor beach, nearly five miles North of Madras, in about seven feet water, and a hundred and fifty yards from the shore, also of the Engines, Masts, Yards, Spars, Anchors, Chains, Wire Rope Rigging, Cordage, Patent Pumps, Boats Capstans, Wheels, Water Tanks, Blocks, Old Iron, Copper, Bell Metal, and sundry Marine Stores has been postponed as above to Thursday 29th January.

Madras, 8th January 1863.

### COORLA SPINNING AND WEAVING COMPANY, "LIMITED."

THIRD CALL of Rs. 1,000 per Share on Third Issue.—Notice is hereby given, that Shareholders of the Coorla Spinning and Weaving Company, "Limited," are required to pay a THIRD CALL of Rs. 1,000 per Share on THIRD ISSUE, in the Commercial Bank of India, within 21 days from the date hereof, where usual receipts will be granted for the same.

Bombay, 15th January 1863.

### THE BOMBAY ROYAL SPINNING AND WEAVING COMPANY, LIMITED.

મુંબઈ રાએલ સ્પીનીંગ એંડ વીવીંગ કુંપની લીમીટેડ.

NOTICE.—TENTH & ELEVENTH CALL EACH OF Rs. 200 PER SHARE. The Shareholders of the Company are requested to pay into the Mercantile Bank of India, London and China, the Tenth Call of Rs. 200 per share on or before the 14th day of February 1863; and the Eleventh Call of Rs. 200 per share on or before the 16th day of March 1863; after which respective dates, Interest at the rate of 9 per cent. per annum will be charged on all over-due Calls, and the shares will become liable to forfeiture.

The Bank Officers will receive the amount of the above mentioned Calls only from persons producing the Share-Certificates issued by the Company, certifying the payment of all the previous Calls, and only in the name of the holder of such Certificates.

By order of the Board of Directors, SHAPOORJEE FRAMJEE, Acting Secretary.

Company's Office, No. 25 Medow Street.
Bombay, 8th January 1863.

*P. S.*—Such of the Shareholders who have as yet not paid the Arrears of Calls and have not yet applied for Share-Certificates, are requested to do so without any further delay.

S. F. Acting Secretary.

### GREAT INDIAN PENINSULA RAILWAY.

MYJEE FAIR.

DURING the ensuing Fair at Myjee, a temporary Station will be opened there, and Goods and Passengers will be booked from Bombay and Byculla and all the Stations on the North-Eastern Line to Myjee, and *vice versa*.

The booking will commence from MONDAY next, the 26th instant. The Fares for Passengers and Rates for Goods will be as under:—

PASSENGERS.

| | 1st Class. | 2nd Class. | 3rd Class. |
|---|---|---|---|
| Bombay to Myjee ... | Rs. 14 7 0 | Rs. 7 3 6 | Rs. 2 6 6 |
| Byculla to Myjee ... | „ 14 5 0 | „ 7 2 6 | „ 2 6 3 |

GOODS.

| | Bombay to Myjee. Per Indian Maund. | Byculla to Myjee. Per Indian Maund. |
|---|---|---|
| Piece Goods in Europe Bales or Cases, and Seeds of all kind ...... | Rs. 0 9 9 | Rs. 0 9 8 |
| Cotton | „ 0 14 0 | „ 0 13 11 |

W. COOPER, Traffic Manager.

Traffic Manager's Office,
Bombay Terminus, 20th Jan. 1863.

NOTICE.—TENDERS are invited for the ERECTION of an IRON SCREW PILE PIER, in the Harbour of Sedashegur. A copy of the Specification and Section of the Site, can be obtained on application (post-paid) to the undersigned.

The time of commencement and the time of completion must be stated in the Tender.

All Woodwork will be executed by the Public Works Department.

A sum equal to 10 per cent. of the amount of Tender or approved Securities to that amount must be deposited with the undersigned on the signing of the Contract.

No reason will be given for the rejection of any Tender, and no Tender will be received after the 1st May 1863.

W. A. BAKER, Captain, Executive Engineer, North Canara.

Office of Executive Engineer, North Canara, Sedashegur, 6th January 1863.

ALBERT, MEDICAL, and FAMILY ENDOWMENT LIFE ASSURANCE COMPANY.—Extension of Days of Grace.—From henceforth *thirty days of Grace* will be allowed for payment of Yearly and Half-yearly Premiums, and fifteen days for Quarterly and Monthly payments.

Should death occur during the currency of these days and before payment of the Premium due, the Policy will be held valid and effectual, and the Premium be deducted from the sum assured.

EWART, LATHAM & Co., Agents.
C. H. OGBOURNE, Secretary.

Bombay, 1st January 1863.

EAST INDIAN RAILWAY.—The East Indian Railway Company having nearly completed the work for which their River Transport Flotilla was constructed, are prepared to accept Tenders for all or any portion of the same. It consists of eight Steamers built and engined by the firm of Messrs. Robt. Stephenson & Co., of Newcastle-upon-Tyne.—of Five Steamers built or purchased in India—of Eight Iron Barges, built in England by Messrs. Robt. Stephenson & Co., and Messrs. Vernon & Co., and of a large number of River Sailing Boats built or purchased both in England and India.

Full particulars may be obtained of, and Tenders for the whole or any part, will be received up to the 1st May, 1863, by Edward Palmer, Esq., the Company's Agent at Calcutta, who is empowered to accept from time to time such tenders as may be considered satisfactory.

D. I. NOAD, Secretary.

Alderman's Walk, New Broad Street, E.C.,
London, 17th November, 1862.

### BRITISH HOTEL.

ADVERTISEMENT.—The Proprietors of the late "British Hotel" having closed their business, take this opportunity respectfully to offer their grateful acknowledgments to the Public and Gentry of Bombay, and Outstations, for the kind support and patronage bestowed upon them for the time they conducted their late Establishment, and at the same time to solicit the favor, that such of their supporters as have bills still left unsettled with them will oblige them with an early remittance to enable them to finally close the accounts.

PESTONJEE SORABJEE & Co.

British Hotel, Lane, Fort, 1st Dec. 1862.

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Cast Iron, Wrought Iron, and Lead Piping.
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*Bombay Gazette* Office, Fort.

### OPINIONS OF THE PRESS.

"The Bombay Almanack and Directory for 1863."—We have received a copy of this work from the office of the *Bombay Gazette*. This is the 14th annual publication, and is in many respects a step in advance of its predecessors, independently of its position in time. We have here many books in one. There is first book of 73 pages about the Calendar, containing a great deal of information general and special, concerning the times and the seasons. Then there is a book of Tables. Then a volume of Financial Statements. Then an English Directory. Then the Acts of the Legislative Council of India. But it were better for us to stop at the outset, and not attempt an enumeration of the multitudinous particulars concerning which this Almanack offers us information. The Tide Tables in the present issue, are said to be most reliable, having been specially prepared. In a word this publication has been got up with exceeding care; and it seems to be all that merchants, military men, Government officials and others could reasonably wish.—*Bombay Guardian, Jan. 3.*

Almanack.—We have to acknowledge the "Bombay Almanack" and the "*Times of India* Calendar and Directory," for 1863. Both these volumes are identical, except the outside, and the advertisements. As regards exterior, the former belonging to the *Bombay Gazette* press, has in our opinion the advantage; preserving as it does the modest, unassuming, yet pretty cloth stamp, the gilt elephant and howdah, of our youth; while the *Times of India* has broken out into a gorgeous but ungraceful livery of blue and great ugly staring gilt capitals. Our alphabet is the ugliest in the world, and should be rigidly suppressed whenever ornament is in view.

Turning to the interior we find the same information which is given annually, but with some marked improvements. The tides are given with much scientific detail, and we understand with greater accuracy than was formerly attained. The Calendar for the nineteenth century is introduced—an ingenious piece of calculation which we send on a separate sheet. The Army List is entirely in a new form, with a complete Index in large type. Another great improvement over the *Times of India* Directory of last year is that of placing the name of the particular subject instead of that of the book, at the head of the page, which assists reference.—*Poona Observer, Jan. 1.*

The "Bombay Almanack."—If there's one thing more than another commendable to a mercantile and busy people, it is punctuality; but apart from its issue on the promised day, the book under review bears in itself, inherent proofs of the most careful compilation: well-bound, excellently printed, and containing matter of the most varied nature, the *Bombay Almanack and Directory* proclaims itself to all, a Work of Reference absolutely necessary to Indian (and especially *Bombay*) requirements. If you go in for chronology there are the "Cycles" to instruct you; if for astronomical revelations, the principal elements of the solar system and the newly-discovered telescopic planets between Mars and Jupiter. A noticeable feature too, are the Tide Tables, prepared from practical observations in the Harbour.

In the English Directory information concerning the chief officers of State, Law Courts, Bankers, Merchants, Army, Navy, and Cotton Agents is afforded under twenty-three heads. Then we have the "Acts of the Legislative Council of India" up to the 15th November.

A mass of information respecting the Post Office is compressed into the limited space of half-a-dozen pages.

The rules for the transmission of messages by Electric Telegraph are given.

The Fourteenth Bombay Mortuary Return is given *in extenso*.

The Staff, Table of Fares, Time Table, &c., of the Railway Companies; Tables of Pay and Allowances, and Lists of the Warrant and Non-Commissioned Officers employed in the various Departments are noted.

The Covenanted and Uncovenanted Furlough Regulations as well as the Bombay Army and Indian Navy lists appear revised and corrected up to a very recent date, and, in the list of Members of the Uncovenanted Service, we observe a fresh feature. But the mass of information collected is too great to admit of the special notice of each heading in our columns. In conclusion, we deem it but justice to the compilers to accord them a high meed of praise, and to urge our readers to purchase the book.—*Deccan Herald, Jan. 5.*

### THE BOMBAY RUPEE ALMANACK FOR 1863.

Is an abridgement of the above, and contains nearly two hundred pages.

**** Outstation Orders must be accompanied with an advice of Remittance, or Stamps. By remitting two Annas additional, it can be forwarded to any part of India post-free.*

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THE Bombay Army List, also Her Majesty's Indian Navy List, and the Bombay Civil List, including the Ecclesiastical Establishment. Corrected to 31st December 1862. Now ready, at the *Bombay Gazette* Office, 27, Apollo Street, Fort.

ACTS OF THE LEGISLATIVE COUNCIL OF INDIA relating to the POLICE, MUNICIPAL GOVERNMENT, and TAXATION OF BOMBAY. Reprinted from the *Calcutta Gazette*. Price Two Rupees.

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DEDICATED TO THE HONORABLE SIR BARTLE FRERE, K.C.B., GOVERNOR OF BOMBAY.

LIGHTS AND SHADES OF THE EAST, by Framjee Bomanjee (late of the E. College):—This Work, to be nearly of the size of Dr. Russell's "Diary in India," 400 pages or upwards, 8vo. and nearly cloth-bound, is now being printed at the *Alliance Press*, Bombay, and will be out about the close of next month. The MS. has been looked over, with a view to judge of its merits, by more than one well-known English scholar, and been pronounced as the result of "a great deal of thought," &c. It is an *earnest* exposition of the Native character in its *social, moral,* and *intellectual* aspects, which as yet has been felt a desideratum, and in which, while treating of the feil and career of Baboo Harrichunder, the late Editor of the *Hindoo Patriot*—to whose memory Natives of all parts of India, and even Englishmen of rank and position at Calcutta, have resolved on erecting a monument, the Author analyses the sources of his success, traces how far these are wanting among the majority of the rising generation of India, and points out how the character of the young Indian Student may be completely formed and ameliorated. He next discusses the best means of regenerating the mass of the people; and then passes to a dissertation on "Civilisation," with a view to show that the future Civilisation of the World will take its rise from Indian soil.

With a view to give the *most general* idea of the Work, the principal heads of the contents are published and may be seen at any of our Libraries.

The price of each copy of the book will be either Four or Five Rupees.

Subscribers names will be entered at either Messrs. Chesson & Woodhall's Fort, or Atmaram Sagoon & Co.'s, Kalbadavie.

EUROPEAN PENSIONERS' AND WIDOWS' HOME, TARDEO.—Supported by Voluntary Contributions.—Donations to the above Institution of Clothes, of Books, (suitable for the Pensioners' Library), will be thankfully received and duly acknowledged by the Secretary.

Major J. T. Annesley, Treasurer.
Captain—Turner, Secretary.

MESSRS. LAWSON and McKENZIE, Ship Chandlers, &c. &c., No. 6, Medow Street, Fort, have on hand Ship Chandlery of every description and of the very best qualities; also a few choice Hams and Cheeses, at Rs. 1 per lb., also a few Casks of Bass & Co.'s doubled labled Beer, at Rs. 6 per dozen, just landed from the Ship *Flying Venus*.

TO MESSES AND OUTSTATIONS.—Messrs. TREACHER & Co. beg to intimate the arrival of a large increase of Mess and General Stores, and at the same time would observe that they are desirous to extend this branch (Mess and General Stores) of their business for which they now possess every facility, their supplies being personally selected by Mr. Treacher in England, and from the fact of so large a consuming business with so many Branch establishments they can ensure a constant freshness of stock which they now purpose offering at as low rates as possible consistent with first class guaranteed articles. Messes allowed 10 per cent discount for prompt payment.

Messrs. TREACHER & Co., Bombay—The Fort and Byculla.

October 16th 1862.

C. STEPHENS & SONS.—Take this opportunity of informing the Public, that as much anatomical skill is required in Shoeing a horse *properly*, they are now enabled to arrange so that one of them shall constantly be in attendance at the Forge to superintend the workmen, all of whom are Europeans, and have served their time in one of the first Forges in London. The injury done to animals in this Presidency by the ignorance of Farriers, who, without the slightest knowledge of the anatomy of the Horse's foot, practice their craft, is quite incalculable, and highly detrimental to the public interest.

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*Extract from G. O. 16th August No. 855.*

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*Bombay, 30th December 1862.*

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J. & W. WATSON & Co.

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Exhibition Sashes.
*Exhibition* Chimisettes.
*Exhibition* Chip Bonnets.
Warm *Shawls* and *Cloaks.*
*Lace Leaves* and *Wreaths for Bonnets.*
Tassels, Trimmings, Ribbons, Flowers, and Feathers, &c.
Book Muslin and Jacconet Embroidery.
Black, White, and Colored Sewing Cotton.
Aluminium, Steel, and Enamel Ornaments.
*Patent Frilling* for *Children's Dresses.*
Rich Ostrich and Fancy Feathers.
*Fancy Hats*, richly trimmed, with "*Feathers* and "*Flowers.*"
*Boys'* and *Girls' Hats*, in great variety.
*Wreaths* and *Head Dresses of the Latest Fashions.*
Gold Tiaras.
Garnitures in flowers, for *Ball Dresses.*
Ladies' Corsets.
Hair Plaits.
Dress Preservers.
Colored *Fruit* for Hats.
Colored Gimps.

For Weddings.

*Bridal Bonnets* and *Wreaths.*
Dresses in Tulle, Lace, Tarlaton, Silk, &c.
Tulle and Lace Bridal Squares.
Lace and Muslin Collars and Sleeves.
Lace Pocket Handkerchiefs.

For Mourning.

Paramatta and Mohair (double width).
Black Grenadine and Barège.
Black Glacé Silks.
Grenadine Shawls and Burnouses.
White and Black Crêpe Sets, Collar and Sleeves.
Black Shawls and Silk Stockings.
Black Fans, Jet Ornaments.
Plain Hemmed Muslin Sets, Collar and Sleeves.
Half Mourning Muslins and Grenadine.
Half Mourning Check Silk Dresses.
Black and Grey Flowers.
Black Gimps &c. &c. &c.
Hours of Business from 9 a.m. to 7 p.m.

Orders from outstations must be accompanied by a Remittance or reference for Payment in Bombay or no notice can be taken of them.

No. 7, Byculla Road, Bombay, November 1862.

## New Advertisements.

NOTICE OF REMOVAL.—MRS. McAULEY, To First Floor, No. 4, Grant Buildings.

*Per last Overland Mail.*

A choice assortment of fashionable MOURNING AND FANCY MILLINERY.

N. B.—Wedding, Mourning, and Baby's Outfit Orders Executed with neatness and despatch.

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| | | |
|---|---|---|
| REPORT to the Committee of Privy Council, on Accidents which have occurred on Railways during 1856 ......Rs. | 1 | 0 |
| Indian Territories, Report from the Select Committee of the House of Lords appointed to enquire into the Operation of the Acts 3 and 4, Will. 4, for the better government of Her Majesty's Indian Territories (1852) | 4 | 0 |
| Sixth Report, Indian Territories (1853) | 2 | 0 |
| Fifth Report Indian Territories (1853) | 2 | 0 |
| Correspondence respecting Insults in China | 2 | 0 |
| Fourth Report, Indian Territories (1853) | 2 | 0 |
| Report on the Ordnance Survey Commission; together with Minutes of Evidence and Appendix | 1 | 0 |
| Report, East India: Transport of Troops | 4 | 0 |
| Return, East India: Cotton: Part I. Bengal and North-Western Provinces | 6 | 0 |
| Report, Ameer Ali Moorad's claim (Coffey's Petition) | 2 | 0 |
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| Further Papers relative to the Discovery of Gold in Australia | 2 | 0 |
| Correspondence respecting Relations with Persia | 2 | 0 |
| Fourth Report: Colonisation and Settlement (India) | 3 | 0 |
| Further Papers relative to the Insurrection in the East Indies. (No. 8) in Continuation of No. 6 | 2 | 0 |
| East India (Education) 19th July 1854 | 1 | 0 |
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| East India; Ameer Ali Morad, Papers relating to (1852) | 4 | 0 |
| Victoriæ Reginæ: An Act for the better government of India (2nd August 1858) | 1 | 0 |
| East India: King of Delhi. Copy of the Evidence taken before the Court appointed for the Trial of the King of Delhi | 0 | 8 |
| East India (Currency) Copy of all Correspondence relating to the Establishment of a Paper Currency in India; and of a Minute from the Right Honorable James Wilson respecting a Gold or Double Standard | 0 | 4 |
| East India: Financial Measures, Sir Charles Trevelyan. | 1 | 0 |
| East India (Civil Service) Copy of a Despatch from the Government of India, dated 3rd June 1859, reviewing Report of the Commission for the Revision of Civil Salaries and Establishments throughout India | 1 | 0 |
| Further Papers (No. 9) (in Continuation of No. 7) relative to the Insurrection in the East Indies | 5 | 0 |
| Army (Purchase of Commissions, and Sir C. Trevelyan's evidence) | 1 | 0 |
| Report from the Select Committee on Colonization and Settlement (India) | 1 | 0 |
| East India (Telegraphs) | 1 | 0 |
| Third Report from the Select Committee on Packet and Telegraphic Contracts; together with the Proceedings of the Committee, Minutes of Evidence, and Appendix. | 1 | 0 |
| East India (Army) Returns of the Strength, Regimentally, in Officers and Men and Horses, or the Regular Local Army of the several Arms in *India*, European and Native, at the different Presidencies, from the latest Returns; and of the number of Recruits at the Depot at Warley, and the number now on the voyage to India | 4 | 0 |
| East Indies: Return for Papers relating to the arrangements for a General Department of Account and Audit in India | 0 | 2 |
| Index to Report from the Select Committee on East India Railways | 1 | 0 |
| Conclusion of the Commissioner's Report on the Manufacture, Sale, and Tax on Salt in British India, in continuation of the Report laid before Parliament, by Her Majesty's Command on the 24th of April 1856. 2 Appendices | 1 | 8 |
| Report: Education in Behar | 1 | 0 |
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| Mr. Laing's Reply to Sir Charles Wood | 0 | 8 |
| General Report on Indian Administration, 1856 | 5 | 0 |
| First Report of Commissioners on Judicial Establishments, Laws and Procedure in India, (1856) | 1 | 8 |
| Appendix to Papers on the Mutinies (1857) | 2 | 0 |
| ———— (B) to Further Papers (No. 5), on the Mutinies (1858) | 4 | 0 |
| East India: King of Oude, Treaties with and Minutes (1858) | 1 | 4 |
| Report on Ordnance Survey of U. Kingdom, 1855-56 | 3 | 0 |
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| Report: New Westminster Bridge, 1856 | 1 | 8 |
| Pilotage: Return of all Bye-laws, Regulations, &c. 1857 | 2 | 0 |
| Return: East India (Cotton) Part 1, Bengal and N. W. P. (1857) | 4 | 0 |
| Return: East India (Cotton) Part 2, Madras (1857) | 4 | 0 |
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| Colonization (India): Map shewing Localities of Principal Products and course of Trunk Railways | 2 | 4 |
| East India: Despatches relative to Issue of Paper Money (1862) | 1 | 0 |
| East India: Return of Revenue (printed 20th April 1858) | 0 | 8 |
| ———— for the year ending Dec. 1854 | 0 | 8 |
| Minutes of Evidence (Taken before Select Committee on Nawab of Surat Treaty Bill, Part 1 (1856) | 1 | 8 |
| Ditto ditto ditto, Part 2 | 2 | 8 |
| Nawab of Surat: Correspondence between Mir Jaffer Ali, the Board of Control, and East India Directors | 1 | 0 |
| Nawab of Surat: Return of Treaties and Letters, &c. (1856) | 1 | 0 |
| Nawab of Surat: Correspondence on Property of, (1858) | 0 | 8 |
| Protocol signed at Paris Jan. 6, 1857 for carrying out the Provisions of Treaty of March 30th. 1856 | 2 | 0 |
| Treaties: made with Native States since May 1854, copies of all | 2 | 8 |
| East India (Torture): Copies of all Letters, &c. &c. relating to case of Alleged Torture in India together with copy of Instructions issued, &c. &c. 1857 | 2 | 0 |
| Papers: Opium Trade in China, 1842-1856 | 1 | 4 |
| Return: Copy of every Account registred by Assurance Companies up to 18th July 1856 | 1 | 0 |
| Papers: Proceedings of Naval Forces at Canton (1857) | 2 | 0 |
| Ditto Further Proceedings ditto ditto | 0 | 8 |
| China: Correspondence Registration of Vessels at Hongkong | 0 | 8 |
| China: Chinese Prisoners at Hongkong | 0 | 8 |
| Report of Commissioners on Promotion and Retirement in the Higher Ranks of the Army | 1 | 0 |
| First Report Civil Service Commission, 1856 | 2 | 0 |
| Report and Appendix: Best Mode of Re-organizing system for training Officers for Scientific Corps, 2 Parts | 8 | 0 |
| Report: Conveyance of Mails by Railways 1854 | 8 | 0 |
| ———— Purchase and Sale of Commissions in the Army (1857) | 5 | 0 |
| Correspondence with United States respecting Central America | 2 | 8 |
| Paper relating to recruiting in U. States | 2 | 0 |
| Correspondence: Relations with Persia, 1857 | 2 | 0 |
| Returns: objects, names and places of Business of all Assurance Companies and Accounts registered (1856) | 2 | 0 |
| Sixth Report: Indian Territories, 1853 | 2 | 0 |
| Report: Foreign Military Education | 1 | 0 |
| ———— Railways, 1852 | 1 | 8 |
| ———— 1855 | 2 | 0 |
| Captain Galton's Report: Railways of U. States | 2 | 0 |
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| Returns; Advantages held out to Retired Indian Officers on settling in H. M. Colonies | 1 | 0 |
| Treaty of Peace between Her Majesty and the Shah of Persia, (1857) | 1 | 0 |
| Return charges, &c. incurred in the growth of Opium, (1857) | 0 | 8 |
| Report Commissioners on Salt (Index cancel) | 0 | 4 |
| Papers in Continuation of Report on Salt, 1856 | 0 | 4 |
| Conclusion of Report on Salt, 1856 | 1 | 0 |
| Correspondence: Revision of Assessment in South Arcot; Meriah Agency in Ganjam and Orissa; Administration of Hydrabad Assigned Districts and Public Works Department, 1857 | 1 | 0 |
| Minutes and Correspondence: Hindustan and Thibet Road, &c. &c. | 2 | 8 |
| Returns of Names of all Officers who served in the Crimea, &c. &c. 1857 | 1 | 8 |
| Return: Area, Population, &c. of India, 1857 | 1 | 0 |
| Return: Correspondence; dismissal of Meeran Ali Akhbar, (1858) | 1 | 0 |
| Return: Number of Persons employed on Railways in United Kingdom on June 30, 1855, &c. &c. &c. | 0 | 8 |
| Return: Outlay sanctioned on Railways in India amounts paid, &c. &c. (Map), 1857 | 0 | 8 |
| Return: East India (Judicial Establishments, &c.) 1857 | 0 | 8 |
| Return: East India Annexation of Berar 1856 | 1 | 8 |
| Return: East India (Missionaries) and (Idolatry), 1858 | 1 | 0 |
| Return: East India Liberty of the Press, 1857 | 1 | 0 |
| Return: East India Bombay; Titles of Land Commission 1857 | 1 | 0 |
| Return: East India Tenures of Land and Land Tax under the several Presidencies | 1 | 0 |
| Minutes: Committee of Council on Education, &c. &c. 1855-6 | 3 | 0 |

Rampart Row, THACKER, VINING & Co.

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McCOMBIE & WRIGHT.

BY THE MAIL.—FOURTEEN SONGS AND BALLADS, written and composed by Prince Ernest (the Duke of Saxe Coburg) and his Royal Highness the late Prince Albert.

The Great Exhibition Music Book, containing the national and patriotic airs of the principal countries of the world.

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PHOTOGRAPHIC SUPPLIES, per Overland Mail—PURE RE-CRYSTALLIZED NITRATE OF SILVER.
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ALBUMENIZED PAPER, best.
GLASS PLATES, of all sizes.
GUTTA PERCHA TUBING.
TIN TILLS—GALVANIZED INDIAN RUBBER.

McCOMBIE & WRIGHT.

N. B.—The whole of these are of unexceptionable quality.

# Commercial.

## BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

Bombay Gazette Office,
*Friday, 23rd January* 1863.

### EXCHANGE.

We quote an advance in English Exchange since arrival of China Mail.

| On What Place. | Terms. | Rates. |
|---|---|---|
| London Banks | 6 months' sight | 2s. 0¼d. |
| Do. Credits | Do. do. | 2s. 1d. |
| Do. Documents | Do. do. | 2s. 1¼d. |
| Calcutta | At sight | 99¼ |
| Madras | 30 days' sight | 99 |
| China | 60 Do. do. | 218 per $100. |

### SHARES.

| Names. | Paid up. | Last Half-yearly Dividend. | Rates. |
|---|---|---|---|
| Banks. | Rs. | | [ex divd. |
| Agra Bank | 500 | 5 pr. ct. | 90 per cent pm. |
| Bombay Bank | 1,000 | 4½ do. | 93 ex divid. |
| Central Bank | 250 | 2½ do. | Par. |
| Commercial Bank | 500 | 3 do. | 18 prem. |
| Chartered Bank of India, A. & China | 200 | 2½ do. | 1½ pr. ct. pm. |
| Chartered Mercantile Bank of India London and China | 250 | 5 do. | 68 prem. |
| Oriental Bank Corporation | 250 | 8 do. | 106 pr. ct. pm. |
| Malwa Bank | 1,000 | 4½ do. | 81 premium. |
| Press Cos. | | | |
| Apollo Press Co. | 11,000 | 1,800 per share | Rs. 22,000 p. sh. |
| Colaba Press Co. | 2,700 | 300 do. | Rs. 6,250 p. sh. |
| Hydraulic Press Co. | 4,000 | 350 per share | Rs.250 dis. nom. |
| Elphinstone Land & Press Co. | 6,000 | 225 per share | Rs.4,800 p.sh. pm |
| Railway Cos. | | | |
| G. I. P. Railway Co. Consolidated Stock | 218-3-0 | pr. ct. | Rs. 4 disct. |
| Do. New £20 shares | 130.14.6 | 2½ do. | Rs. 8 disct. |
| Bombay Baroda & C. I. R. Co. | 1,000 | 2½ do. | Nominal. |
| Spinning & Weaving Cos. | | | |
| Bombay Spinning & Weaving Co. | 5,000 | 1,000 per share. | Par. |
| Great Eastern Spinning & Weaving Co. | 1,100 | ...... | Rs. 400 disct. |
| Manockji Pitty's Spinning & Weaving Co. | 550 | ...... | Rs. 200 disct. |
| Oriental Spinning & Weaving Co. | 2,500 | 450 Rs. p. share | Rs.75 to 100 pm. |
| Royal Spinning and Weaving Co. | 1,500 | ...... | Rs. 400 disct. |
| Victoria Spinning Co. | 5,000 | ...... | Rs. 200 disct. |
| Bombay United Spinning & Weaving Co. | 4,500 | ...... | Ditto. |
| Jafur Aloo Spinning and Weaving Company, Limited | 125 | ...... | Ditto. |
| Cooria Spinning Co. | 5,000 | ...... | |
| Bombay S. N. Co. | 500 | 32 per share | Rs. 100 per sh |
| Colaba Land Co. | 10,000 | Rs. 100 | Rs. 16,000. |
| [illegible] Mill Co. | 4,000 | ...... | Rs. [illegible]00 disct. |

### GOVERNMENT SECURITIES.

| | |
|---|---|
| Four Per Cent. Transfer Loan | 96 |
| " Loan 1835-36 | } 94¼ |
| " Loan 1842-43 | |
| " Loan 1854-55 | |
| New Five per Cent. Loan | 104¼ |
| Five and a Half Per Cent. Loan | 112 |

### PRICES OF BULLION, &c.

| | |
|---|---|
| Sovereigns, each | Rs. 10-4¼ |
| Bank of England Notes | " 10-3 |
| Spanish Dollars | " 240 |
| Carolus | " 290 |
| Mexican Dollars | " 225 |
| German Crowns | " 213 |
| Five Franc Pieces | " 205 |
| Bar Silver | " 105¾ to 106⅛ |
| Gold Leaf | " 16-7 |

### FREIGHTS.

| | |
|---|---|
| To Liverpool (Cotton) | £3 17s. 6d. to £4 5s. 0d. |
| (Seed) | £3 0s. 0d. |
| To London (Cotton) | £3 12s. 6d. to £3 15s. 0d. |
| (Seed) | £3 0s. 0d. to £3 2s. 6d. |
| To China | } No enquiry. |
| To Clyde | |
| To Hull | |
| To Calcutta and back | Rs. 20 offered. |

### (PRICES CURRENT (22nd January 1863.)

| COTTON at Colaba: | Per candy |
|---|---|
| Old Broach, ready | Rs. 380 to 385 |
| Old Surat | " 385 to 395 |
| Old Dhollera, and Bhownuggur | " 395 to 400 |
| Old Omravuttee | " 355 to 360 |
| Old Compta | " 410 to 412 |
| Old Dharwar Sawginned | " 525 to 528 |
| Old Barsee, and Nuggur | " 345 to 350 |
| Old Veraval | " 340 to 345 |
| Khandeish | " 340 to 345 |
| Old Porebunder | " 360 to 365 |
| Old Accote | " 385 to 390 |
| Old Mangalore | " 360 to 365 |
| OPIUM—Malwa, Rs. 1,485 to 1,490. | |
| SEEDS—Linseed, Khandeish ... at Rs. | 6-3 to 6-4 |
| Rapeseed, Guzerat ... " | 7-6 to 7-8 |
| Gingelly mixed (Black and White) ... " | 32 to 33 / 37 to 38 |
| Niger ... " | 27 to 28 |

# Banks.

## COMPTOIR D'ESCOMPTE DE PARIS.

Paid-up Capital—Francs 40,000,000 (£1,600,000).
Reserve Fund Francs 8,350,000 (£334,000).
*Head Office*—14, Rue Bergere, Paris.
Agencies at Calcutta, Shanghai and Bourbon (Reunion).
*London Bankers.*
Union Bank of London; Messrs. C. J. Hambro & Son.

THE Bombay Agency will commence its operations on the 1st proximo.

Drafts and Letters of Credit granted on the Head Office, Agencies and Correspondents.

Full particulars respecting Discounts, Loans, Deposits, &c. will be published in due course; meanwhile further information may be obtained from the undersigned between the hours of 11 A.M. and 3 P.M. at Messrs. J. N. Wadia's Sons & Co. 5, Bhorah Bazaar.

T. R. R. DAVISON, Acting Manager.

## THE AGRA AND UNITED SERVICE BANK, (LIMITED.)

Established in India 1833.
*Incorporated by Royal Charter.*
Head Office ... London.
Branches at Calcutta, Bombay, Madras, Agra, Lahore, Kurrachee, Umritsur, Shanghai, Hong-Kong, Melbourne and Sydney.
Subscribed Capital, £2,000,000 (Two Millions Sterling.)
Paid-up Capital, £1,000,000 (One Million Sterling.)
Reserved Fund, £200,000 (Twenty Lacs of Rupees.)

THE BOMBAY MANAGER of the AGRA AND U. S. BANK, LIMITED, is authorised to draw on the undermentioned Establishments:—

The London & Westminster Bank.
The Royal Bank of Scotland (and Branches).
The National Bank of Scotland (and Branches).
The National Bank of Ireland (and Branches.)

The Bombay Branch, makes advances on the pledge and deposit of Government Paper, and Loans are granted to Officers in the services on approved Security, and to Regiments for Regimental purposes.

The Bank grants Circular Notes negotiable in Egypt and the Continent of Europe. The following are the current rates of Exchange:—

| | |
|---|---|
| On London at 6 months' sight | 2s. 0¼d. |
| " 4 months' sight | 2s. 0¼d. |
| " 3 months' sight | 2s. 0d. |
| " 2 months' sight | 1s. 11¾d. |
| " 1 month's sight | 1s. 11¾d. |
| " On demand | |
| On Scotland | } 1s. 11¾d. |
| On Ireland | |
| Circular Notes | 1s. 11¾d. |

The London General Manager will generally, if desired be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsur, Hong-Kong, Shanghai, and Sydney.

*Interest Allowed.*

1. On Floating, or Current Deposits, payable on demand et not less than Rs. 1,000 or more than Rs. 50,000 2 per cent. per annum.

2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.

3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.

4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances over Rs. 1,000 or over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being, subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Bank should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

*Commission.*

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, Limited, or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made (*if to a Lady her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

[illegible]—The Bank will obtain registry of Promissory Notes of [illegible] several Loans of the Indian Government, and collect [illegible] payment of the Interest in London.

D[illegible] interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for [illegible] at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, Limited, Bombay,*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Sydney, New South Wales (Mr. Alexander Campbell, Manager) for the transaction of business in all its Branches.

JOHN CARDNO, Manager.
Bombay, December 19th 1862.

## THE BANK OF HINDUSTAN, CHINA, AND JAPAN, (LIMITED.)

CAPITAL ONE MILLION STERLING,
IN 10,000 SHARES or £100 EACH.
*Head Office—16, Cornhill, London.*

BOARD OF DIRECTORS.
*Chairman.*
JAMES NUGENT DANIELL, Esq.
*Deputy-Chairman.*
RICHARD SPOONER, Esq., (late Commissioner of Customs, Bombay.
WILLIAM FREDERICK BARING, Esq.
THOMAS COTTERELL, Esq.
J. HENRY REYNELL DE CASTRO, Esq.
PHILIP SHORE FLETCHER, Esq.
WILLIAM HARRISON, Esq.
DEANE J. HOARE, Esq.
HENRY YOUNG, Esq., (late Chief Secretary to the Government, Bombay.)

*Bankers.*
London ... The Alliance Bank of London & Liverpool, (Limited,) 5, Lothbury.
Liverpool ... The Alliance Bank of London & Liverpool, (Limited.) "The Albany."

The Bombay Branch has been opened for business in the premises lately occupied by the Bank of Bombay.

The Manager grants drafts on London or Liverpool at the following rates of Exchange:

| | | |
|---|---|---|
| At 6 months' sight | 2s. 0¼ per Rupee. | |
| 4 do. | 2s. 0¼ | do. |
| 3 do. | 2s. 0¼ | do. |
| 2 do. | 2s. 0¼ | do. |
| 1 do. | 2s. | do. |
| On demand | 1s. 11¾ | do. |

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a Bill is required in favor of a lady, her Christian name must be given in full.*

The Bank is prepared to negociate drafts payable in London or Liverpool, and will also purchase or grant Bills payable in Calcutta.

*Current Accounts.*

Interest allowed at 2 per cent. per annum on balances exceeding Rs. 500 and not more than 50,000, and ½ per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

*Fixed Deposits.*

| | | | | | |
|---|---|---|---|---|---|
| Subject to 12 months' notice of withdrawal | 6 | ℔ cent | ℔ anm. | | |
| do. 9 do. | do. | 5½ | do. | do. |
| do. 6 do. | do. | 5 | do. | do. |
| do. 4 do. | do. | 4½ | do. | do. |
| do. 3 do. | do. | 4 | do. | do. |
| do. 1 do. | do. | 3 | do. | do. |

Notice of withdrawal may be given either when the money is deposited or at any future time, if the deposit be taken in the Bank's draft on Europe, the notice of withdrawal will *generally* be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft free of charge.

The Bank will procure enfacement of Government Paper on account of Constituents, and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed "*The Manager, Bank of Hindustan, (Limited,) Bombay.*"

R. E. W. BAKER, Manager.
Rampart Row, 20th January 1863.

## ORIENTAL BANK CORPORATION.

BOMBAY AGENCY
*Exchange.*

THE CORPORATION grant Drafts on London on Demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are:—

| | | |
|---|---|---|
| On London at 6 months' sight | 2s. 0¼d. per Rupee. | |
| " 4 do. | 2s. 0¼d. | do. |
| " 3 do. | 2s. 0¼d. | do. |
| " 2 do. | 2s. 0¼d. | do. |
| " 1 do. | 2s. 0¼d. | do. |
| " on demand | } 1s. 11¾d. | do. |
| On Scotland do. | | |
| On Ireland do. | | |
| On Paris, at 3 days' sight | 1s. 11¾d. | do. |
| Circular Notes payable throughout Europe | 1s. 11¾d. | do. |

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on Demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

*Deposits.*

The Corporation receive Deposits on the following terms:—

| | |
|---|---|
| Repayable on demand, in sums of Rs. 100 and upwards | 2 per ct. or annum. |
| Do. in one sum, at 3 months' notice | 3 " " |
| Do. do. 6 do. | 4 " " |
| Do. do. 12 do. | 5 " " |

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

*Remittance.*

The Corporation undertake to remit money to Europe by each Overland Mail, free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order,*" and to state distinctly the name and address of the person to whom the Remittance is to be made, *(if to a Lady, her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

*Commission.*

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms:—

| | |
|---|---|
| If to be remitted through the Corporation | Without charge |
| If to be paid in India, a Commission will be charged of | ¼ per cent. |
| On returning Government Paper out of safe custody | ¼ per cent. |
| Hours of business | 10 to 4 o'clock. |
| Saturday | 10 to 1 do |

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 14th December 1862.

## CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

Incorporated by Royal Charter.
*Head Office*—No. 20, Threadneedle St., London.
Paid-up Capital—£644,000.
*London Bankers.* { The Bank of England. The City Bank.
*Branches and Agencies at*
Bombay, Calcutta, Singapore, Hongkong, and Shanghai.

BOMBAY AGENCY.
*Exchange.*

THE Bank's Agency in Bombay grants Bills of Exchange on The City Bank, London, at the following rates iz.:—

| | | |
|---|---|---|
| 6 months' sight (not under £50) | at 2s. 0¼d. per Rupee. | |
| 4 Do. | at 2s. 0¼d. | " |
| 3 Do. | at 2s. 0d. | " |
| 2 Do. | at 1s. 11¾d. | " |
| 1 Do. | at 1s. 11¾d. | " |
| Sight | at 1s. 11¾d. | " |

*Deposits.*

Interest is allowed on Current Accounts at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows:—

| | | |
|---|---|---|
| Repayable in one sum, at 3 months' notice, | 3 per cent. | |
| Do. 6 do. | 5 | " |
| Do. 12 do. | 6 | " |

No interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

*Remittance.*

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made ayable to the Chartered Bank of India, Australia, and China, or order.

*Commission.*

On the sale or purchase of Government Paper, Bank Stock and other Securities ½ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

The Directors have this day opened an Agency of the Bank at Rangoon for the transaction of General Banking and Exchange Business.

ANTHONY MORRISON, Agent.
December 19th, 1862.

## CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

*Exchange.*

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

| | | | |
|---|---|---|---|
| On London, at 6 months' sight | 2s. 0¼d. per Rupee. | | |
| " 4 do. | 2s. 0¼d. | " | |
| " 3 do. | 2s. 0¼d. | " | |
| " 2 do. | 2s. 0¼d. | " | |
| " 1 do. | 2s. 0d. | " | |
| " On demand | 1s. 11¾d. | " | |
| On Scotland do. | 1s. 11¾d. | " | |
| On Ireland do. | 1s. 11¾d. | " | |
| Circular Notes for the use of Travellers on the Continent and to Europe, Overland, at 1 day's sight | } 1s. 11¾d. | " | |

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

*Interest Allowed.*

| | |
|---|---|
| On Current Accounts | 2 per cent. |
| Deposits for 3 months | 3 " |
| Do. do. 6 do. | 4 " |
| Do. do. 12 do. | 6 " |

No interest allowed on Current Account Balances under Rs. 1,000 or on over Rs. 50,000, unless by special agreement.

No cheques paid or cash received under Rs. 20.

*Commission.*

The Bank takes charge of Government Securities, shares in Banks and other Companies, without charge, and realises Interest and Dividends thereon on the following terms:—

If to be remitted in the Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold, on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ¼ per cent. per cent.

R. D. PREBLES, Acting Agent.
Bombay, 19th Jan. 1863.

## CENTRAL BANK OF WESTERN INDIA.

*Interest Allowed.*

ON Current Deposit Accounts above Rs. 1,000, and not exceeding Rs. 50,000, repayable on demand, at 2 per cent per annum.

| | | |
|---|---|---|
| On Deposits for 3 months certain | 3 per cent per annum. | |
| Do. " 6 " " | 5 " | " |
| Do. " 12 " " | 6 " | " |

*Exchange.*

| | | | | |
|---|---|---|---|---|
| Bills on London, at 6 months' sight | 2s. | 0¼d. | per Rupee. | |
| Ditto at 4 | ditto | 2s. | 0¼d. | do. |
| Ditto at 3 | ditto | 2s. | 0d. | do. |
| Ditto at 2 | ditto | 1s. | 11¾d. | do. |
| Ditto at 1 | ditto | 1s. | 11¾d. | do. |
| Ditto sight | ditto | 1s. | 11¾d. | do. |

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

*Commission.*

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by Sale, ¼ per cent. commission charged, if the amounts be paid in India, if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission.

Hours of business ... 10 A.M. to 4 P.M.
Saturdays ... 10 A.M. to 1 P.M.

EDWIN HEYCOCK, Manager.
Bombay, 18th Dec. 1862.

# Shipping.

## BOMBAY.

### ARRIVALS.

| Date. | Ships. | Commanders. | From |
|---|---|---|---|
| Jan. 22 | Amelia | Barton | Madras 28 Dec. |
| | Futtay Sultan | Nacoda | Calcutta 15 Dec. |
| | Salamanca | Livesay | London 5 Oct. |
| | Telegraph (s) | Shepherd | Surat 21 Jan. |

### INTELLIGENCE.

Per Barque *Amelia*, from Madras.—On the 12th January, spoke the ship *Cambay*, in Lat. 13-8 N., Long. 74-15 E. for Bombay.

Per Ship *Salamanca* from London.—Left Gravesend, 5th Oct 1862, Channel 8th. In Lat. 17-48 N., Long. 26-04 W. 22nd Oct, exchanged signals with Barque *Imogen* from London 17 days out for Algoa Bay. This ship in company 4 days; 20th Nov. In Lat. 3-12 N., Long. 25-51 E. Passed *Tristan da Cunha*, 3rd Jan. 1863.—Exchanged signals with Oldenburg Ship *China* from Cardiff, 109 days out for Point de Galle. 6th Jan.—In Lat. 5-57 N. Long. 84-58 E. Bounded the British Ship *Palmerston*, 14 days from Rangoon for Cork and London. 7th Jan.—In Lat. 6-03 N., Long. 83-17 E. Board the Ship *China*. 8th January.—In Lat. 6-15 N., Long. 79-48 E., *Sighted Island Ceylon*. 10th Jan.—Exchanged signals Ship *Mornington*, 117 days from Liverpool for Bombay. In Lat. 13-33 N., Long. 74-24 E., Ship *Mornington* again in company. 17th Jan. 1863.—In Lat. 14-24 N., Long. 74-02 E. Exchanged signals with British Ship *Frenchman* 120 days from Leith to Kurrachee. This ship was two days in company.

### DEPARTURE.

| Date. | Ship. | Commander. | To |
|---|---|---|---|
| Jan. 22 | Regina | Brown | Calcutta. |

### PASSENGERS ARRIVED.

Per Ship *Salamanca*, from London, &c.—Major H. A. Trevelyan, 7th Hussars; Mrs. Trevelyan, and child; Miss J. H. Trevelyan; Miss M. Hanbrough; Mr. A. Hanbrough; Mr. A. L. Eantier; Mr. Wynne; Mr. Patterson; Mr. Carrs; Mrs. Dawe, and 3 children.

Per Barque *Amelia*, from Madras, &c.—Mrs. Barton, infant and native female servant.

Per Ship *Futty Sultan*, from Calcutta.—3 natives.

Per Steamer *Telegraph*, from Surat.—94 natives.

### PORT CLEARANCE.

The Ship *Labrador*, J. Quinn, bound to Liverpool, obtained her port clearance yesterday.

### COMMENCED LOADING.

The Ship *Punjaub*, for Calcutta, began to load yesterday.

## DAILY EXPORTS.

Bombay, Thursday, 22nd January 1863.

*For London*

*Daniel Rankin.*—39 bales Cotton 136½ cwt., Volkart Brothers; 62 bags Nigerseed, 93 cwt., Ralli Brothers; 205 bundles Linseed, 102¼ cwt., Hassum Moosa.

*Cospatric.*—950 bundles Linseed, 475 cwt., Malljee Sewjee.

*For Liverpool.*

*Shakespeare.*—500 bales Cotton, 1,750 cwt., B. H. Cama.

*Richard Cobden.*—150 bales Cotton, 525 cwt., Hormusjee Jamsetjee Sons and Co.

*Harmonides.*—120½ bales Cotton, 381½ cwt., Mugunbhoy Huttaysing; 25 bales Cotton, 87½ cwt., Cullianjee Petamber and Co.; 100 bales Cotton, 350 cwt., M. and B. Cursetjee Cama and Co.; 1 half bale Cotton, 1½ cwt., Becherdass Ambiedass.

*Delhi.*—40 bales Cotton, 140 cwt., M. Rozers and Co.

*Protector.*—50 bales Cotton, 175 cwt., Jeath Vurris; 160 bales Cotton, 560 cwt., M. and B. Cursetjee Cama and Co.; 50 bales Wool, 150 cwt., Samjee Hemraz and Co.

*Palinurus.*—8 bales Cotton, 28 cwt.; 22 bales Wool, 66 cwt., Nensy Damjee; 300 bales Cotton, 1,050 cwt., B. H. Cama; 40 bales Cotton, 140 cwt., Malljee Sewjee.

*Cimber.*—300 bales Cotton, 1,050 cwt., Soonderjee Madhowjee and Co.; 450 bales Cotton, 1,575 cwt., Jaichund Nunchund; 400 bales Cotton, 1,400 cwt., Herachund Sobhagchund.

*Indian Queen.*—51 bales Wool, 153 cwt., C. Warwick.

*Hyacinth.*—250 bales Cotton, 875 cwt., Eduljee Framjee and Co.; 126 bales Cotton, 441 cwt., Dinshaw Manockjee.

*Malakoff.*—250 bales Cotton, 875 cwt., Hirjee Bhimsy and Co.

*Fanny Forsyth.*—25 bales Wool, 75 cwt., Hirjee Jeatsy; 25 bales Wool, 75 cwt.; Ludha Madhowjee; 200 bales Cotton, 700 cwt., Chugunbhoy Munsookbhoy; 5 bales Wool, 15 cwt., Dorabjee Jamsetjee.

*Rosalie.*—200 bales Cotton, 700 cwt., Dinshaw Manockjee; 60 bales Cotton, 210 cwt., Chuttoorbhoz Ludha.

*Queen of England.*—1,250 bundles Coir Yarn, 125 cwt. Munjee Ramjee; 110 bales Cotton, 385 cwt., Jeatha Sewjee.; 60 bales Cotton, 210 cwt., Jeatha Sewjee.

*Uncas.*—232 packages Linseed, 348 cwt., Runchordass Canjee; 90 bales Cotton, 315 cwt., Nemchund Hurribhoy; 100 bales Cotton, 350 cwt., Mungesh Pandoorung.

*Natolia.*—130 bales Cotton, 455 cwt., M. and B. Cursetjee Cama and Co.

*Fort William.*—172 bags Khorasaneeseed, 258 cwt.; 20 bags Linseed, 30 cwt.; 8 bags Kerdeeseed, 12 cwt., Wituldass Gourdhundass.

*Coromandel.*—100 bales Cotton, 350 cwt., Bhanjee Nursy.

*Tasmania.*—50 bales Cotton, 175 cwt., John Tanner and Co.

*For Havre.*

*Agincourt.*—8 bales Cotton, 28 cwt., Cursondass Madhowdass.

*For Suez.*

Steamer *Jeddo.*—17 bundles Silk, 1,442 lbs., Hajee Zanel Abadeen.

*For Marseilles.*

Steamer *Jeddo.*—1 case Sample of Gingillyseed, Ralli Brothers.

*For Hongkong.*

Steamer *Emeu.*—123 chests M. Opium, 140 lbs. each, David Sassoon and Co.

*For Penang.*

Steamer *Emeu.*—1 package E. Piece Goods, 168 pieces, Lulloobhoy Moolchund.

*For Singapore.*

Steamer *Emeu.*—2 packages Piece Goods, Lulloobhoy Moolchund.

*For Calcutta.*

Steamer *Emeu.*—4 packages Cardamoms, 3 cwt.; 1 box Saffron, 50 lbs.; 1 box Silk Piece Goods, 102 pieces, Mooljee Ramjee; 21 packages Sundries, Robert T. Crossley; 3 packages Cardamoms, 2¼ cwt., Nemchund Vusunjee; 3 cases Cardamoms, 3 cwt.; 1 case Silk Piece Goods, 20 pieces, Golam Hosen Abdool Cader; 3 box China Silk Piece Goods, 227 pieces, Khatesydass Jokeram.

## VESSELS EXPECTED AT BOMBAY.

*From London.*

| | | |
|---|---|---|
| 1557 | Africana, Hatfield. | Dec. 9 |
| 551 | Boldon Lawn, Milbank—Grey & Co. | Nov. 20 |
| 1180 | Belle Isle, Cole. | |
| 993 | Camperdown Stodder. | |
| 679 | Caroline Agnes—W. Nicol & Co. | Aug 27 |
| 1063 | Castilian, Welburn. | Nov. 29 |
| 813 | City of Delhi, Muir—Grey & Co. | Oct. 29 |
| 623 | Colgrain, Case—Peel, Cassels & Co. | Sept. 12 |
| 892 | Edwin Fox, Maclean—W. Nicol & Co. | Sep. 12 |
| 682 | Excelsior, Sanderson—W. Nicol & Co. | Nov. 2 |
| 527 | Hadassah, Dickson—Blackwell & Co. | Oct. 7 |
| 899 | Harkaway, Woodcock—Peel, Cassels & Co. | Oct. 29 |
| 769 | Hammersmith, Flett. | |
| 1156 | Hornet, Prynn—Ewart, Latham & Co. | Sep. 12 |
| 1363 | King of Italy, Norris. | Nov. 23 |
| | Magnolia. | |
| 497 | Mary Sparks, Chase. | Nov. 29 |
| 724 | Morayshire, Mathers—Blackwell & Co. | |
| 1047 | Mystery, Stap. | |
| 950 | Octavia, Bristow. | |
| 1001 | Otago, Masterton. | Nov. 27 |
| 1169 | Pride of the Ocean, Kyle—A. H. Huschke & Co. | Oct. 30 |
| 1294 | Queen of the East, Bilton. | |
| 970 | Rajah of Cochin, Cumming, Ritchie Steuart & Co. | Dec. 2 |
| 799 | Sir Ralph Abercrombie, Macdonald. | |
| 848 | Vittoria, Martin—Robert Frith & Co. | Sept. 23 |
| | United Service, (s)—C. M. S. N. Co. | |
| 535 | Wellington, Ayling. | Oct. 13 |
| 905 | Zuleika, Glover. | Dec. 3 |

*From London via Natal.*

| | | |
|---|---|---|
| 403 | Pharamond, Phillips. | Oct. 28 |

*From London via New Zealand.*

| | | |
|---|---|---|
| 1354 | Gertrude, Congdon—Coupland & Co. | Nov. 6 |

*From Liverpool.*

| | | |
|---|---|---|
| 824 | Adriatic, Scott—Ritchie Steuart & Co. | Oct. 10 |
| 1162 | Africa, Bowie. | |
| 1127 | Albion, Thompson. | Dec. 15 |
| 1001 | Algiers, Morris—Ritchie Steuart & Co. | Oct. 25 |
| 862 | Ambrose, Daniel. | |
| 1046 | Americana, Potts. | Nov. 29 |
| 811 | Anna Dorothea, Smith—Coupland & Co. | Nov. 6 |
| 967 | Beloochee, Mitchell—Leckie & Co. | Oct. 20 |
| 1557 | Black Eagle, Mearns. | Nov. 25 |
| 1300 | Bosphorus, Murphy—Ritchie Steuart & Co. | Sept. 23 |
| 1246 | British India, Robinson & Co. | |
| 1493 | Broughton Hall, Rennie, Leckie & Co. | Nov. 27 |
| 1122 | Brunelle, Orkney—Rennie, Scovell & Co. | Sept. 26 |
| 1332 | Bulwark, Bainmantyne—W. Nicol & Co. | Dec. 14 |
| 1244 | Camperdown, Houston—Rennie, Scovell & Co. | Dec. 4 |
| 514 | Chanaral, Sharp. | Oct. 28 |
| 1073 | City of Agra, Sleigh—Coupland & Co. | Nov. 12 |
| 869 | Coronet, Coverry—Finlay, Clark & Co. | Oct. 25 |
| 1081 | Clifton Belle, Bustin—Coupland & Co. | Dec. 2 |
| 1333 | Crescent, Ewing, Lawrence & Co. | Nov. 28 |
| 918 | Culloden, Smith. | Nov. 11 |
| 1147 | Czar, Langwill, Rennie Scovell & Co. | |
| 848 | Dalkeith, Flicker—Ritchie Steuart & Co | Dec. 14 |
| 666 | Douglas Castle, Steele. | |
| 1303 | Duncairn, Finlay. | Nov. 5 |
| 743 | Edith Byrne, Anderson. | |
| | Eliza Benecke, (put back dismasted.) | |
| 1000 | Eliza, Inckerson. | Dec. 7 |
| 1400 | Empire of Peace—Robinson & Co. | Dec. 10 |
| 950 | Etna, Hughes—Ritchie Steuart & Co. | Oct. 28 |
| 617 | Euphrates, Gwyther. | |
| 1268 | Feronia, Hutchinson—W. & A. Graham & Co. | Sept. 25 |
| 986 | Fleur de Lis, Taylor. | |
| 1194 | Floating Light, Starkie—Stenhouse & Co. | |
| 1069 | Forganhall, Robinson—J. P. Cornforth & Co. | |
| 1121 | General Simpson, Graham. | Nov. 11 |
| 655 | Gertrude Fraser. | Nov. 11 |
| | Gladiator—Ritchie, Steuart & Co. | |
| 1305 | Glee Maiden, Marshall. | |
| 1124 | Havelock, Gandy—Rennie, Scovell & Co. | Oct. 8 |
| 1194 | Herald, Smellie—Coupland & Co. | Sep. 10 |
| 768 | James Russell, Muir—Ritchie [illegible] & Co. | Nov. 11 |
| 1596 | John Lyan, Kavanagh. | |
| 1665 | Lillies. | Oct. 26 |
| 1318 | Lochnagar—Rennie, Scovell & Co. | Dec. 4 |
| 965 | Margaret, Faulkner. | |
| 747 | Miletus, Bell. | Nov. 6 |
| 650 | Mo[illegible], White—W. & A. Graham & Co. | Aug 27 |
| 951 | Mo[illegible]—W. Nicol & Co. | Sept 12 |
| 1114 | Nagasaki, Jackay—Coupland & Co. | Dec. 5 |
| 1343 | Peter Maxwell, Marshall—Lawrence & Co. | Sept. 12 |
| 1230 | Powerful, Nixon. | |
| 1328 | Princess Alexandria, White, | Oct. 31 |
| 623 | Recorder, Osborne—Coupland & Co. | Oct. 8 |
| 1033 | Sam Mendel, Ellwood—Coupland & Co. | |
| 847 | Sea Queen, Lloyd. | |
| 777 | Shard, Curwen. | |
| 1160 | Sir Charles Napier, Bell—E. Bates & Co. | Dec. 2 |
| 1378 | Sir John Mandeville, Knight—Ritchie Steuart & Co. | |
| 1128 | Southern Belle, Dunn. | Dec. 13 |
| 1583 | South Carolina, Shapco,—Coupland & Co. | Nov. 26 |
| 1022 | Thetis, Chapman—Rennie Scovell & Co. | Dec. 6 |
| 998 | Tiger, Power. | Nov. 11 |
| 1132 | Tim, Whiffler. | Dec. 2 |
| 695 | Tomogonops, Poe. | Nov. 12 |
| 1785 | Tudor, Wherland. | Sep. 12 |
| 905 | Zuleiker, Riddell. | Dec. 13 |

*From Liverpool via Galle.*

| | | |
|---|---|---|
| 843 | Jamsetjee Cursetjee, Foster—E. Bates & Co. | Sept. 23 |

*From Liverpool via Aden.*

| | | |
|---|---|---|
| 830 | Araminta, Blay. | |
| 1623 | Agenoria, Johnson. | Nov. 21 |
| 885 | Chevalier, Perkins. | |
| 1051 | Glenalva, Muir—W. Nicol & Co. | Oct. 25 |
| 1444 | H. C. Kidston. | Oct. 29 |
| 1083 | Magnolia, Baynon. | July 29 |
| 1067 | May Queen, Pennie. | Oct. 30 |
| 1231 | North, Brown. | Oct. 11 |
| 1075 | South, Wilson | Nov. 8 |
| 1115 | Tivoli, McPherson—W. Nicol & Co. | Dec. 2 |

*From Liverpool via Sedashegur.*

| | | |
|---|---|---|
| 486 | Harriet Humble, Pearson. | July 29 |
| 833 | Mogul, McTaggart. | Aug. 2 |

*From Newport via Aden.*

| | | |
|---|---|---|
| 1100 | Eldorado, Hayes. | |

*From Cardiff.*

| | | |
|---|---|---|
| 837 | Chase, Oldrieve. | |
| 1049 | Eagle, Murphy. | |
| 427 | Enterprise, Haynes. | |
| 758 | Jane, D. Cooper | Aug. 8 |
| 1763 | John Stuart, Burnsse. | |
| 786 | Maria Somes, Lean—Leckie & Co. | Sep. 21 |
| 985 | Patterson, Lumble. | Aug. 29 |
| 856 | Rhea Sylvia, Evans—Robinson & Co. | Nov. 6 |
| 1097 | Sarawak, Vaughan, Ritchie Steuart & Co. | Nov. 1 |
| 1306 | Simoom, Langley. | Oct. 29 |

*From Cardiff via Aden.*

| | | |
|---|---|---|
| 654 | Sparkling Wave, Emery. | Dec. 10 |
| | Shannon, Hemsworth. | Nov. 25 |

*From King George's Sound.*

| | | |
|---|---|---|
| 1421 | Haddington, Browne—P. & O. Co. | |
| 1150 | Lincluden Castle, Smith. | Sept. 9 |

*From Swansea.*

| | | |
|---|---|---|
| 899 | Wurtemburg, Chase. | |

*From Swansea via Aden.*

| | | |
|---|---|---|
| 1307 | Simoom, Daugley. | Sep. 4 |

*From Newcastle.*

| | | |
|---|---|---|
| 858 | Bucephalus, Black. | |
| 1140 | Ida. | |
| 140 | Sonderborg. | |

*From Sunderland.*

| | | |
|---|---|---|
| 792 | Anne Armstrong—Grey & Co. | Nov. 28 |

*From Sunderland via Aden.*

| | | |
|---|---|---|
| | Emma, McKenzie. | Aug. 11 |

*From Grangemouth.*

| | | |
|---|---|---|
| 1647 | Earl of Dalhousie, Campbell. | Oct. 26 |

*From the Clyde.*

| | | |
|---|---|---|
| 680 | Auchneagh—Finlay, Clark & Co. | |
| 632 | Berbice, Wyllie—Finlay, Clark & Co. | Sept. 27 |
| 473 | Bussorah, (s) Greig—B. I. S. N. Co. | Dec. 16 |
| 661 | Duke of Wellington, Beattie—W. Nicol & Co. | Oct. 29 |
| 692 | Orissa, Evans—Finlay, Clark & Co. | Dec. 8 |
| 1090 | Persian, (s)—B. I. S. N. Co. | |

*From Bordeaux.*

| | | |
|---|---|---|
| 255 | D'Artagnan, Groult, R. Frith & Co. | |

*From Stockholm.*

| | | |
|---|---|---|
| 358 | Celeritas—Volkart Brothers. | Nov. 12 |
| 410 | Triomphae—Volkart Brothers. | |
| 366 | Alexandrea—Volkart Brothers. | |

*From Gothenburg.*

| | | |
|---|---|---|
| 450 | Miltiades, C. Lidbeck—Peel, Cassels & Co. | |
| | Typhoon—Robert Frith & Co. | |

*From Galle.*

| | | |
|---|---|---|
| 1215 | Dawn of Hope, McKie | Jan. 13 |
| 1410 | Greyhound, Jackson. | Jan. 16 |
| 1072 | Resolute, Wallace—Ritchie, Steuart & Co. | Jan. 14 |
| 830 | Thames, Tatham. | |

*From Aden.*

| | | |
|---|---|---|
| | Carnatic. | |
| 972 | Concordia, Ross—Ritchie, Stenart & Co. | Aug. 29 |

*From Australia.*

| | | |
|---|---|---|
| 1250 | Almora, Williams—Rennie Scovell & Co. | Dec. 11 |
| 1350 | Henry Fernie. (doubtful). | |
| 1707 | King of Algeria, Smellie. | Dec. 7 |
| 1035 | Matilda, Stevenson. (doubtful). | |
| 1350 | Ocean Empress. | Dec. 12 |
| 1140 | Trebolgon, Brown. (doubtful). | |

*From Calcutta.*

| | | |
|---|---|---|
| 931 | Ana | |
| 454 | Augusta. | Dec. 18 |
| 559 | Busorah Merchant. | Dec. 22 |
| 381 | City of Palaces. | |
| | City of Paris. | |
| | Clymene. | |
| | Day Dream. | |
| 765 | Faize Allum. | Dec. 23 |
| 812 | Ferozeshan. | |
| 705 | Futtle Bury. | |
| 393 | Good Success. | Jan. 3 |
| 620 | Hyderee. | Dec. 20 |
| 1042 | Indomitable. | |
| 1089 | Jessamine. | |
| 657 | Lady Canning. | |
| 511 | Lady Franklin. | |
| | Maurice. | Dec. 24 |
| | Nasree. | Nov. 30 |
| | Solomon Shaw. | Dec. 29 |
| | Soobh Salam. | Nov. 29 |
| 543 | Surge. | Dec. 12 |

*From China.*

| | | |
|---|---|---|
| 1499 | Boston Light (A). | |
| 639 | Cutch Merchant, Ashley. | Nov. 19 |
| 614 | Forfarshire, Richmond. | Dec. 21 |
| 820 | Futtay Allum Mitchell. | Nov. 19 |
| 1117 | Henry Moore, Stuart. | |
| | Julie. | |
| | Punjaub.] | Dec. 21 |

*From Singapore.*

| | | |
|---|---|---|
| 650 | Boyne, Kemp. | Nov. 26 |

*From Boston.*

| | | |
|---|---|---|
| | Bomarsund, Nasymith and Macdonald. | |

*From Moulmein.*

| | | |
|---|---|---|
| 546 | Anna Henderson, W. Nicol & Co. | |
| | Lione Star—Ritchie Steuart & Co. | |
| 1004 | Zambia, W. Nicol & Co. | Dec. 18 |

## VESSELS EXPECTED AT KURRACHEE

*From London.*

| | | |
|---|---|---|
| 433 | Balnaguith, Robertson. | Nov. 12 |
| 513 | General Havelock, Spowart. | |
| 396 | Kent, Birch. | |
| 615 | Loretto, Thomas. | |
| 882 | Punjaub. | Dec. 5 |
| 1226 | Queen of the East, Bilton. | |
| 740 | Ramillies. Denory. | Dec. 2 |
| 793 | Salo, Nardgren. | |
| 679 | Scinde, Shrewsbury. | Sept. 27 |
| 492 | Sirocco, Winchester. | |
| 399 | Tamar, Ross. | Dec. 8 |

*From Liverpool.*

| | | |
|---|---|---|
| 963 | Ann Buckle, Tomlinson. | Nov. 26 |
| 313 | Nepenthe, Edwards. | Nov. 23 |
| 756 | Poictiers, Cosens. | Sept. 27 |

*From Newcastle.*

| | | |
|---|---|---|
| 449 | Lowick. | |

*From Cardiff.*

| | | |
|---|---|---|
| 376 | Admiral Protet, Daniel. | Nov. 18 |
| | Leucothia, Lothorp. | Nov. 18 |

*From Leith.*

| | | |
|---|---|---|
| 1155 | Frenchman, Galloway. | Sept. 18 |

*From the Clyde.*

| | | |
|---|---|---|
| 597 | Harvest Home, Diekey. | |
| 630 | Helias, Wickland. | Dec. 8 |
| 1163 | India, Guthrie. | |
| 427 | Lizzie L. Hazen, Bartlett. | Sept. 29 |
| 427 | Rebecca Shepherd, Somes. | Oct. 13 |
| 1170 | Scotland, Campbell. | Sept. 24 |
| 531 | Susan A. Blaisdell, Eaton. | Nov. 8 |

*From Penang.*

| | | |
|---|---|---|
| 480 | Lady Rawlinson. | |

*From Cape of Good Hope.*

| | | |
|---|---|---|
| 656 | Charlotte Jane, March. | Aug. 27 |

*From Maulmain.*

| | | |
|---|---|---|
| 592 | Princess Royal, Gakin. | |

*From Galle.*

| | | |
|---|---|---|
| 790 | Cambay—Finlay & Co. | |

## BENGAL.

The telegraph of January 13, announced the arrival of the Ship *Calabar*, Thompson, from Port Louis 2nd Dec.; Ship *La Foi* (F.)

# Military.

## BOMBAY.

ARRIVALS.—January 22.

Weir, Captain W., 103rd Regt., on duty, from Poona.
Warden, Major, Staff Corps, on leave, from Poona.

## GARRISON ORDERS.

BY BRIGADIER J. LIDDELL, C.B.

Bombay, Thursday, 22nd January 1863.

The 18th Regt. N. I., the Officer for the Castle Guard to-morrow.

The 21st Regt. N.I., the Adjutant for the day.

1 An European District Court Martial, composed as follows, will assemble on Saturday next, the 24th instant, at 11 A.M. at the General Depot, Khandalla, for the trial of Privates W. Martin, and W. Scott, H. M.'s 91st Foot, attached to the General Depots—

*President.*—Captain Gardine, 106th Regiment.

*Members.*—Three Subalterns, 33rd Regt., one Subaltern 18th Regt. N. I., and two Subalterns to be nominated by the O. C. General Depot.

The names and dates of Commissions of the Subalterns warned for this duty, to be taken with them to the Court.

All parties and evidences to be duly warned and they are hereby ordered to attend the Court.

## GENERAL ORDERS BY GOVERNMENT.

Bombay Castle, 15th January 1863.

No. 20.—The undermentioned Medical Officers will constitute the Standing Medical Committee at the Presidency until further orders:—

1 The Surgeon European General Hospital.
2 The Surgeon Jamsetjee Jejeebhoy Hospital.
3 The Medical Storekeeper.
4 The Surgeon Lunatic Asylum.
5 The Port Surgeon.
6 The Civil Oculist.
7 The Surgeon of the Jails and House of Correction.
8 } The Assistant Surgeons of the Jamsetjee Jejeebhoy
9 } Hospital (three in number).
10 }
11 The Assistant Surgeon of the European General Hospital.
12 The Medical Officer of the Colaba Sanitarium.

No. 21.—Captain W. C. Lester, of the Staff Corps, is appointed to act as Cantonment Magistrate at Ahmednuggur during the absence, on sick certificate, of Major Jones, or until further orders.

No. 22.—The following Station Order is confirmed:—

"Dated 16th November 1862.—By the Brigadier Commanding Ahmednuggur Brigade, appointing Lieut. Wardrop, Staff Officer, to perform the duties of Cantonment Magistrate, as a temporary measure, from the date of departure of Major Jones."

Bombay Castle, 16th January 1863.

No. 23.—Major J. P. Sandwith, of the Staff Corps, is allowed a furlough to Europe for two years, on private affairs, under the New Furlough Regulations.

Bombay Castle, 17th January 1863.

No. 24.—The following General Order by the Government of India, dated 24th December 1862, No. 1137, is republished:—

"It is hereby notified that in future a Royal Warrant, or War Office Circular, made applicable to India by Government, will have effect from the date indicated by the Warrant or Circular, provided such date be within the six months preceding publication in India, or otherwise from date of publication, unless a special date be assigned for it.

H. W. Norman, Lieut. Colonel,
Secretary to the Government of India."

No. 25.—The following Extract from Brigade Orders by Major General R. W. Honner, C.B., Commanding at Aden, dated 13th November 1862, is confirmed:—

"Agreeably to permission received from His Excellency the Commander-in-Chief, Lieutenant Jacob, 4th Company Golundauze Battalion, is appointed to act as Assistant to the Executive Engineer, subject to the confirmation of Government."

No. 26.—The General Order No. 516, of the 15th September last, promoting Captain G. E. S. Bell, of the Staff Corps, to his present grade, is cancelled, as that Officer has not completed four years' Staff Service.

Bombay Castle, 19th January 1863.

No. 27.—Captain George Hossack, Royal Artillery, is permitted to retire from the Service on the pension of his rank.

No. 28.—Lieut. Stanley Bell, of the Staff Corps, is permitted to resign Her Majesty's Service.

Bombay Castle, 20th January 1863.

No. 29.—Deputy Inspector General of Hospitals P. W. Hockin, with temporary rank, is (subject to Her Majesty's approval), promoted to the rank of Deputy Inspector General of Hospitals from the 6th instant, vice Grierson deceased.

Surgeon Major A. Wright is appointed Deputy Inspector General of Hospitals with temporary rank, during the absence of Deputy Inspector General B. White on leave, or until further orders.

Surgeon Major B. Costelloe, M.D., is appointed to act as Presidency Surgeon 1st District, Bombay, vice Wright.

No. 30.—The following General Order by the Government of India, dated 12th December last, No. 1107, is republished:

His Excellency the Governor General in Council is pleased to direct that, pending the final settlement by Her Majesty's Government, of the position, duties, and allowances to be assigned to Officers serving with Native Regiments under the new organization, the number of "paid" doing duty Officers at present attached to them* shall be, as a temporary arrangement, increased to three in each Corps of Cavalry and Infantry on the scale of allowances now in force.

* One in each Regiment of Cavalry. Two in each Regiment of Infantry.

It is to be distinctly understood that appointments made with reference to this Order are subject to such modifications s may possibly be found necessary on the receipt of further instructions from Her Majesty's Government.

H. W. Norman, Lieut. Colonel,
Secretary to the Government of India."

No. 31.—The undermentioned Officers are admitted as Probationers to the Bombay Staff Corps subject to the conditions prescribed on paragraphs 79 and 80 of G. O. G. G. No. 332 of 1861:—

Lieutenant Murray Grant, 33rd Foot, Assistant to the Superintendent Revenue Survey and Assessment, Tanna and Rutnagherry.

Lieutenant George Adolphus Jacob, 22nd Regt. N. I., Assistant Superintendent of Army Schools.

No. 32.—Lieut. J. H. Castell (Staff Corps) is allowed a furlough to Europe for two years, on private affairs, under the New Regulations.

No. 33.—The following Officer, Cadet of the Season 1848, is promoted to the Brevet rank of Captain from the date specified opposite his name:—

Lieut. Alexander Hawthorne, 9th Regiment N. I., 20th January 1863.

No. 34.—Conductor G. Allen, of the Ordnance Department, is allowed a furlough to Europe for three years, under the provisions of article 120 page 164, 2nd Appendix Jameson's Code

Bombay Castle, 21st January 1863.

No. 35.—The following General Order by the Government of India, dated 6th January 1863, No. 18, is republished:—

"The following Scale laying down the number of Officers to be employed with Detachment of Troops embarking for England is published for general information and guidance, and is to be adopted at the three Presidencies:—

| | | | Officers. |
|---|---|---|---|
| For Detachments of above | 20 and under | 60 | 1 |
| " " | 60 | 90 | 2 |
| " " | 90 | 150 | 3 |
| " " | 150 | 300 | 4 |
| " " | 300 | 400 | 5 |
| " " | 400 | 500 | 6 |

The above Scale is exclusive of Medical Officers, and does not apply to Regiments or portions of Regiments which may embark for England, as these will be accompanied by their own Officers.

H. W. Norman, Lieut. Colonel,
Secretary to the Government of India."

No. 36.—The following General Order by His Excellency the Governor General of India in Council No. 9, dated the 5th January 1863, is republished:—

"With reference to the Notification issued by the Government of the North-Western Provinces, No. 3408 A, dated 27th December 1862, the services of Assistant Surgeon E. F. Wheatley, of the Bombay Medical Establishment, Civil Assistant Surgeon of Lullutpore, are placed at the disposal of the Government of Bombay."

Assistant Surgeon Wheatley's services are placed at the disposal of His Excellency the Commander-in-Chief.

No. 37.—The following promotion is made, subject to the approval of Her Majesty:—

*2nd Regiment Light Cavalry.*

Lieutenant Roderick George Thomas Stevenson to be Captain from the 6th December 1862, vice Captain J. A. Pym deceased on the 5th idem.

*General List (Cavalry).*

Cornet Boyce Albert Combe (Lieutenant in Her Majesty 21st Hussars) to be Lieutenant from the 6th December 1862, vice Stevenson of the 2nd Regiment Light Cavalry promoted.*

No. 38.—With reference to General Order No. 383, dated the 20th of July 1861, the promotion of Surgeon F. Manisty to the rank of Surgeon Major dates from the 6th of March 1861.

* The promotion of this Officer is made under the provisions of paragraph 58 of G. O. by the Government of India, No. 332 of 1861, and will in no way affect promotion in Her Majesty's 21st Hussars, for appointment to which Corps he was placed at the disposal of His Excellency the Commander-in-Chief in India by G. O. No. 446, dated 29th July 1862.

## GENERAL ORDERS BY THE COMMANDER-IN-CHIEF.

Adjt. Genl.'s Office, Head Quarters, Poona, 21st Jan. 1863.

The Commander-in-Chief is pleased to intimate that it has been resolved by the Hon'ble the Governor in Council that when the Civil Members of Council proceed to Poona or to any other Military Station on duty they shall be received with the usual salute and that they are entitled to all the honors due to their position.

The following are the honors to which the Civil Members of Council are entitled:—

A salute of 15 guns on arrival and departure.

To the Senior Civil Members of Council.—All Guards are to turn out with presented arms as often as he passed during the prescribed hours. Drums beating two Ruffles. All sentinels to salute with presented arms.

To the Junior Civil Members of Council.—As above Drums beating one Ruffle.

2. The undermentioned Commissioned and Warrant Officers have obtained leave of absence:—

*General List.*—Lieut. J. Hibbert attached to 18th Regt. N. I., from 16th January 1863 to 14th February, to proceed to Malligaum, on medical certificate.

*General List.*—Ensign J. M. Heath attached to 25th Regt. N. L. I., from 18th January 1863 to 19th February, in extension to remain at Poona, on medical certificate.

*16th Regt. N. I.*—Assistant Surgeon T. W. B. P. Johstone from 8th February, to proceed to Bombay, on medical certificate for Europe.

*16th Regt.*—Lieut. E. G. E. Sabben from 1st to 31st Jan., in extension to remain at Bombay, on medical certificate.

*Subordinate Medical Department.*—Senior Apothecary S. Hanson from 21st January to 20th March, on private affairs.

## BENGAL.

### MILITARY DEPARTMENT.

Fort William, the 12th January 1863.

It is hereby notified, that Bugles and Drums of Her Majesty's Regiments, in India will be marked at the expense of the State, and at the same cost* as is authorized for Flutes and Fifes by Horse Guard's Circular, dated 30th August 1859, published in Government General Order No. 683 of the 6th Aug. 1861.

* *Viz.*, one-half penny per letter or figure.

### HOME DEPARTMENT.

Fort William, the 13th January 1863.

Her Majesty having appointed Sir Charles Edward Trevelyan, K.C.B., to be an Ordinary Member of the Council of the Governor General of India, and the said Sir Charles Edward Trevelyan, K.C.B., having arrived at the Presidency in the Peninsular and Oriental Steam Navigation Company's Vessel *Nemesis*, he has accordingly this day taken the Oaths and his Seat as an Ordinary Member of the Council of the Governor General of India, under the usual Salute from the Ramparts of Fort William.

By Order of His Excellency the Governor General in Council.

### FINANCIAL DEPARTMENT.

Fort William, the 13th January 1863.

Mr. R. W. Lodwick, Civil Pay Master, Bombay, is allowed three months leave of absence, under Section XII. of the Covenanted Civil Service Absentee Rules, from the 10th February next.

Mr. W. Waterfield, First Assistant Auditor General of India, to officiate as Civil Pay Master, Bombay, during the absence of Mr. Lodwick, or until further orders.

Fort William, the 13th January 1863.

Surgeon-Major Richard Charles Guise, of the Medical Department, is permitted to retire from the Service on the pension of £300 per annum, with effect from the 31st instant.

# Naval.

## MARINE DEPARTMENT.

### GENERAL ORDERS BY GOVERNMENT.

Bombay Castle, 15th January 1863.

No. 4.—The following General Order issued from the Military Department under date the 26th November 1860, No. 660, is republished:—

"On occasion of Auction Sales of Government Stores by any of the Military Departments, the Auctioneer, if a Government Servant, will be allowed one and a half per cent on the receipts."

Bombay Castle, 20th January 1863.

No. 5.—The undermentioned Engineers are promoted to fill existing vacancies on the Establishment, from the dates specified opposite their names:—

Mr. William Jackson Hunter, 2nd Class to be 1st Class Engineer, vice Reid resigned, 11th November 1862.

Mr. Manockjee Jamsetjee, 3rd Class to be 2nd Class Naval-trained Engineer, vice Munro dismissed, 3rd Dec. 1862.

No. 6.—The following temporary arrangements and appointments are confirmed:—

*By Commodore John Frushard, I. N., Commanding Her Majesty's Indian Navy.*

Lieutenant G. B. Hewett, Commanding the *Hugh Rose*, to perform the duties of Store Accountant of the vessel from the 5th December 1862, in addition to his own, there being no other Officer available.

Mr. E. Bishop, Midshipman, of the *Ajdaha*, was employed on special duty under Lieutenant Stiffe from the 3rd December 1862.

*Persian Gulf Squadron Orders.*

Thomas Clarke, C. F. C., No. 8362, of the *Auckland*, was employed on detached duty on board the Bugla *El Hemrah*, from the 13th October 1861 to the 18th July 1862.

*Aden Squadron Orders.*

On the requisition of the Acting Political Resident, Aden, Captain R. L. Playfair, First Assistant to the Political Resident, proceeding on duty to the African Coast to be accommodated on board the *Semiramis* from the 17th November 1862.

Lieutenant Carpendale, Commanding the *Mahi*, to perform the duties of Store Accountant of that Vessel from the 1st October 1862, there being no other Officer available.

Mr. W. Hilliard, Captain's Clerk, of the *Semiramis*, to be Clerk in charge of the *Mahi*, from the 24th November 1862, vice Mr. Ellis transferred to the *Semiramis*.

## SQUADRON ORDERS.

BY COMMODORE J. FRUSHARD, I.N.

Superintendent's Office, Bombay, 22nd January 1863.

Lieut. Williams, supernumerary on board the *Ajdaha*, is hereby appointed to the duty of surveying Back Bay, and Mr. Marshall, Mate, is promoted to Acting Lieut. and Assistant Surveyor, for employment under him.

The following Establishment is to be engaged and borne on the books of the *Ajdaha*, as supernumeraries for employment under Lieut. Williams.

The above arrangement is to be considered as having effected from the 21st instant inclusive.

*Establishment.*—One Syrang, one Tindal, three Succanies, thirty Lascars, one Captain's Cook, one Captain's Steward, one Office's Cook, one Officer's Steward, one Topass.

Lieut. Carew, having been reported fit for duty, is directed to join the *Ajdaha*, as part compliment.

Lieut. DeBelin of the *Ajdaha*, is to be transferred to the supernumerary list of that vessel.

Lieut. DeBelin, supernumerary of the *Ajdaha*, is allowed leave to proceed to England under the sanction of Government Resolution No. 537 of the 15th July last and on the old Furlough Regulations.

Thomas Grimes, Journeyman apprentice supernumerary of the *Ajdaha*, is allowed fifteen days leave to proceed to Poona.

A strong party with an Officer to be sent from the *Ajdaha* to haul the *Aucland* out of Dock to-morrow at 12-30.

# Civil.

*(From the Bombay Government Gazette, Jan. 22.)*

POLITICAL DEPARTMENT.

Mr. G. A. Kittredge has been appointed to act as United States Vice Consul during the absence of Mr. G. W. Healey from Bombay.

JUDICIAL DEPARTMENT.

Mr. A. C. Trevor, Supernumerary Assistant Magistrate of Ahmedabad, is invested with the powers of a Subordinate Magistrate of the 1st class in the Ahmedabad Collectorate.

Mr. W. M. Salmon is vested with the powers of a Magistrate in the Zillah of Ahmednuggur.

Mr. J. B. Peile is vested with the powers of a Magistrate in the Zillah of Ahmedabad.

Mr. S. J. Harrison is vested with the powers of a Magistrate in the Zillah of Poona.

REVENUE DEPARTMENT.

Mr. H. D. Rae, Assistant to the Superintendent Revenue Survey and Assessment, Guzerat, is allowed leave of absence for one year, to proceed to the Neilgherries, on private affairs, under Section IX. of the Uncovenanted Service Absentee Rules.

Lieutenant D. C. Pedder, Supernumerary Assistant Superintendent Revenue Survey and Assessment, Guzerat, has been promoted to the grade of Assistant Superintendent.

In supercession of the Government Order dated 25th August 1862, published at page 530 of the *Government Gazette* of the 28th idem, appointing Mr. E. W. Ravenscroft to be Sub-Collector and Joint Magistrate of Colaba, His Excellency in Council is pleased to appoint Mr. Ravenscroft Sub-Collector of Colaba, and to be an Assistant to the Magistrate of Tanna.

Mr. F. F. Arbuthnot appointed on the 7th April 1862 to act as Sub-Collector and Joint Magistrate of Colaba, is appointed to act as Sub-Collector of Colaba and an Assistant to the Magistrate of Tanna.

Mr. A. A. Borradaile, Acting First Assistant Collector and Magistrate of Surat, is allowed leave of absence for six months to proceed to Europe, on private affairs, under Section XIV. of the Civil Absentee Rules, and under the proviso mentioned in clause 3 of paragraph 1 of the Resolution of the Government of India in the Financial Department, No. 1 G. dated 2nd January 1863.

Mr. Borradaile is also allowed preparatory leave for 10 days, consequent on the retirement of Captain Gillett from the Service, His Excellency the Governor in Council is pleased to make the following appointment:—

Mr. W. Leibschwager, to be Superintendent Preventive Service.

Mr. T. Jervis, to be Deputy Superintendent Preventive Service.

GENERAL DEPARTMENT.

The undermentioned gentlemen are appointed Municipal Commissioners for the City of Joonere in addition to the present number of Commissioners:—

Mr. J. Dickinson.
Meer Jamal Ali wulud Ajum Alli.
Meer Hussein Hoossein wulud Meer Dost Ali.
Meerza Ahmed Beg wulud Meerza Kamil Beg.
Syed Maynoodeen Oorf Akbar Saheb wulud Syed Ajmoodeen Peerzadey.

The undermentioned gentlemen have passed the prescribed examination in the languages mentioned opposite their names:—

Lieutenant M. Grant, Assistant Superintendent Revenue Survey and Assessment, Tanna and Rutnagherry, Marathee.
Mr. C. A. Raymer, Marathee.
Mr. W. E. Wait, Marathee.
Mr. H. Showell, Goozrathee.

PUBLIC WORKS DEPARTMENT.

Captain J. A. Fuller, R. E., has been allowed an extension, till the 3rd January 1863, of the leave on medical certificate granted to him under date the 25th November 1862.

Messrs. C. S. Fabey and J. Gregory, Probationary Assistant Engineers, are appointed Assistant Engineers of the Second Class, with effect from the 15th September 1862.

Messrs. W. J. Fahie and J. Morris, Probationary Assistant Engineers, are appointed Assistant Engineers of the Second Class, with effect from the 20th September 1862.

EDUCATIONAL DEPARTMENT.

His Excellency the Governor in Council has been pleased to appoint Sir Alexander Grant, Bart. to be Vice-Chancellor of the University of Bombay.

ECCLESIASTICAL DEPARTMENT.

The Reverend C. Laing, Chaplain of Malligaum, is allowed privilege leave of absence for one month, from the date of his leaving the Station.

# Births, Marriages, & Deaths.

*No notice of a Domestic Occurrence can be inserted unless authenticated by the names and address of the sender.*

BIRTHS.

At 13, Government Place, Calcutta, on the 12th January, the wife of Dr. G. R. Ferris, of a daughter.

At Umritsur, on the 8th January, Mrs. David Davies, of a daughter.

MARRIAGES.

At Madras, on the 12th January, Mr. John Henry Shutie, to Miss Elizabeth Xavier.

DEATHS.

At Anarkullee, Lahore, on the 8th January Harriet, wife of Mr. W. W. West.

At Dinapore, on the 10th January, Hugh Massey, the beloved child of Captain George Wheeler, aged 15 months and 4 days.

# Post Office Notices.

## OVERLAND MAIL.

THE Overland Mail per P. and O. Company's Steamer "Jeddo," will be closed on WEDNESDAY, the 28th instant, at 7 o'clock A.M. An After-Packet will be kept open on payment of the usual Fee of 8 annas (which must be prepaid by Stamps), until 8 o'clock A.M. Registered Letters will be received until 6 P.M. of the previous day.

POSTAGE:

| | *Viâ Marseilles.* | *Viâ Southampton.* |
|---|---|---|
| Weight under ½ ounce | Rs. 0 6 0 | ...... |
| " ½ " | " 0 8 0 | Rs. 0 4 0 |
| " ¾ " | " 0 14 0 | ...... |
| " 1 " | " 1 0 0 | 0 8 0 |
| " 2 " | " 2 0 0 | " 1 0 0 |

## ADEN MAIL.

The Mails for Aden per steamer Coromandel, will be closed on SATURDAY next, the 24th instant, at 11 o'clock A.M.

## MAIL FOR MALABAR COAST.

The Mails for Malabar Coast, per Steamer "Maharaj," will be closed on THURSDAY next, the 29th instant, at 3 o'clock P.M.

## CHINA MAIL.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's Steamer "Emeu," will be closed on WEDNESDAY, the 28th instant, at 6 o'clock P.M. A Packet for late Letters will be kept open, on payment of the usual fee, until 7 A.M. on the 29th January. Letters, &c., for Australia will be despatched by this opportunity.

## SCINDE MAILS.

Mails for Kurrachee, Scinde, per Steamer "Governor Higginson," will be closed 12 hours after the arrival of the next Overland Mail.

## MAILS TO MUSCAT VIA KURRACHEE.

Mails from Bombay for Muscat will in future be sent *via* Kurrachee by the Mid-monthly and other Steamers to that place, and thence forwarded by Bugla to Muscat.

## DATES OF DEPARTURE OF MAILS FOR SUEZ AND CHINA DURING THE YEAR 1863.

| To Suez and England | | | To Galle and China. | | |
|---|---|---|---|---|---|
| January | 28th | | January | 29th | |
| February | 13th | 28th | February | 14th | |
| March | 13th | 28th | March | 1st 14th | 29th |
| April | 13th | 28th | April | 14th | 29th |
| May | 13th | 24th | May | 14th | 29th |
| June | 9th | 24th | June | 14th | 29th |
| July | 9th | 24th | July | 14th | 29th |
| August | 9th | 24th | August | 14th | 29th |
| September | 9th | 28th | September | 14th | 29th |
| October | 13th | 28th | October | 14th | 29th |
| November | 13th | 28th | November | 14th | 29th |
| December | 13th | 28th | December | 14th | 29th |

*N. B.*—The Mail Steamers will leave Bombay on the above dates at 10 A.M.

## CALENDAR—JANUARY 1863.

First Quarter ...... Monday 26d. 9h. 44-7m. P.M.

| Days. | Date. | Sundays, Festivals, &c. | Sun Rises | Sun Sets. | High Water Bombay Harbour Morn. | High Water Bombay Harbour Even. | Evening Gun-Fire Shore Gun. |
|---|---|---|---|---|---|---|---|
| | | | h. m. | h. m. | h. m. | h. m. | |
| Fri. | 23 | Vincent. | 6 37 | 5 47 | 1 40 | 2 2 | Date 21st Jan. Time—7h. 59m. 27s. |
| Sat. | 24 | Daybreak at 5h. 20m | 6 37 | 5 47 | 2 22 | 2 41 | |
| Sun. | 25 | 3rd Sunday after Epiphany. | 6 37 | 5 48 | 3 1 | 3 21 | |
| Mon. | 26 | Twilight ends at 7.5. | 6 37 | 5 49 | 3 42 | 4 4 | |
| Tues. | 27 | Jupiter rises at 11.48 | 6 37 | 5 49 | 4 25 | 4 49 | |
| Wed. | 28 | Jupiter sets at 11.13 | 6 37 | 5 50 | 5 18 | 5 50 | |
| Thur. | 29 | Saturn rises at 10h. | 6 36 | 5 50 | 6 27 | 7 7 | |

### CHRONOLOGY OF REMARKABLE EVENTS.

*Friday* 23rd.—Pitt died, 1806.—Duke of Kent died, 1820.—Commercial Treaty between France and England signed, 1860.

*Saturday* 24th.—Frederick the Great born, 1712.—Fox, born 1749.

*Sunday* 25th.—Shah Allum defeated at Patna, 1761.—The Burns Centenary, 1859.

*Monday* 26th.—Dr. Jenner died, 1823.—Marriage of the Princess Royal and Prince Frederick William of Prussia, 1858.

*Tuesday* 27th.—Duke of Sussex born, 1773.—Begum Sumroo died, 1836.—Prince Frederick William Victor Albert of Prussia born, 1859.

*Wednesday* 28th.—Sir Francis Drake died, 1596.—Battle of Aliwal, 1846.

*Thursday* 29th.—The first English Newspaper published at Calcutta, 1780.—George III. died, 1820.—First Reformed Parliament met, 1833.

## LATEST DATES RECEIVED IN BOMBAY

| | | | |
|---|---|---|---|
| Aden | Jan 13 | Kurrachee | Jan 14 |
| Agra | Jan 17 | Lahore | Jan 14 |
| Allahabad | Jan 13 | London | Dec 18 |
| Australia | Dec 26 | Mauritius | Nov 12 |
| Alexandria | Dec 25 | Madras | Jan 17 |
| Bangalore | Jan 14 | Malta | Dec 24 |
| Cochin | Jan 10 | Meerut | Jan 15 |
| Calcutta | Jan 14 | Oudh | Dec 23 |
| Cape | Dec 13 | Punjaub | Jan 13 |
| Ceylon | Dec 30 | Penang | Jan 11 |
| Delhi | Jan 16 | Rangoon | Jan 2 |
| France | Dec 20 | Suez | Dec 25 |
| Hongkong | Jan 1 | Singapore | Jan |

THE
Bombay Gazette.

FRIDAY, JANUARY 23, 1863.

Rawlinson's Ancient Monarchies.—The impulse that has been communicated to historical studies in general within a recent period has been very remarkable and very productive of important results. Not only has this impulse been very largely felt in connection with those periods of history for which the materials are more ample,—resulting in the purifying of the streams; it has been felt especially in connection with the earlier periods, with the vistas which have been opened into old nations and old times,—resulting in the laying open of the sources of history. This latter result has long been felt by the most earnest students of history and philosophy to be a great desideratum. Serious injury has been done to the interests of truth by the great amount of premature systematizing prevalent in propounding historic theories,—still more by the downright violation of the principle of induction on the part of those historical speculators, who have made loose and rash allegations of fact in order to fit them into the framework of preconceived schemes. We do not quarrel with the assumption that philosophy may educe and formulate the laws of History, and that history in turn may test and prove the doctrines of philosophy. The great evil, however, of a mere speculative view of history, and of surveying it under the guidance of some particular philosophical key, will be admitted by all. Bunsen, for instance, thinks nothing of charging the writer of the book of Genesis with being "mistaken" and "deceived" when he called Nimrod a Cushite. The book of Genesis—'the most authentic record that we possess for the affiliation of nations,'—distinctly states:—"The sons of Ham were Cush, and Mizraim, and Phut, and Canaan . . . And Cush bigat Nimrod . . . . And the beginning of his Kingdom was Babel, and Erech, and Accad, and Calneh, in the land of Shinar." Shinar signifies 'the two rivers,' and is the equivalent of Mesopotamia. The Biblical statement, then, makes Nimrod a Cushite or Hamite, and the founder of the first monarchy, Chaldæa. This statement conflicted with Bunsen's historical theory, and hence *the writer of the Book of Genesis was mistaken.* Under the impulse recently communicated to historical studies Sir Henry Rawlinson, with other fellow-laborers in the same field, was led to explore the ruins of 'the land of Shinar'; and the result has been that we see cities forgotten for ages, and empires that seemed only here and there to touch the borders of ancient story, rising and uttering in speech long banished from the lips of men, and in pictures long hidden from their eyes, their testimonies to the truth of the writer of the Book of Genesis. Sir Henry Rawlinson's brother, the Professor of Ancient History in the University of Oxford, has collected together these testimonies and published them for the information of the world, in his new historical work, the first volume of which has just appeared—"The Five great Monarchies of the Ancient Eastern World; or, the History, Geography, and Antiquities of Chaldæa, Assyria, Babylon, Media, and Persia." The first volume contains the whole of the history of Chaldæa, and part of that of Assyria. The work will be completed in three volumes; and if the remaining two volumes shall be equal to the first, the work will be one of the most important in the department of history, and will well supply a literary desideratum which has been long and greatly felt. In the third chapter of the History of Chaldæa, a very careful inquiry is conducted into the ethnic affinities and characteristics of that race, which first established an important kingdom in the lower part of the Mesopotamian plain—a kingdom which eventually became an empire. According to the ordinary theory, so long and so confidently held by such great names as Niebuhr, Heeren, Bunsen and others, this race was Aramaic or Semitic, in opposition to the Biblical statement, which expressly makes it Cushite or Ethiopian—"And Cush begat Nimrod ....; and the beginning of his kingdom was Babel, and Erech, and Accad, and Calneh, in the land of Shinar." According to this statement 'the early Chaldæans should be Hamites, not Semites—Ethiopians, not Aramæans; they should present analogies and points of connexion with the inhabitants of Egypt and Abyssinia, of Southern Arabia and Mekran, not with those of Upper Mesopotamia, Syria, Phœnicia, and Palestine.' The inquiry conducted by Rawlinson results in the fullest proof that the Mosaical narrative conveys the exact truth—'a truth alike in accordance with the earliest classical traditions, and with the latest results of modern comparative philology.' The theory of early Babylonian Semitism rests chiefly upon the character of the language spoken in the time of Nebuchadnezzar, which was certainly a Semitic or Aramæan dialect, although not the tongue known to modern linguists as Chaldee. Now, it is 'proved from the inscriptions of the country that between the date of the first establishment of a Chaldæan kingdom and the reign of Nebuchadnezzar the language of Lower Mesopotamia underwent an entire change.' This fact is certain; and it 'entirely destroys the force of the argument from the language of the Babylonians at the later period.' Our space does not admit of our following out the argument, of which we have just given a specimen. It is, however, complete; and the grounds upon which the supposed Semitic character of the ancient Chaldæans has been based utterly fail. A large amount of tradition, Armenian, classical and other, is then brought to confirm the Ethiopic character of the ancient Chaldæans. This is remarkably full and conclusive; and it is marvellous that it should have been ignored by such men as Bunsen, Heeren and others. Ignoring alike the old traditions and the results of comparative philology, Bunsen, to establish a preconceived theory regarding Egypt's place in history, asserted:—"The Bible mentions but one Cush, Æthiopia; an Asiatic Cush exists only in the imagination of the interpreters, and is the child of their despair." But Rawlinson has proved that an Eastern Ethiopia, instead of being the invention of bewildered ignorance, is a reality which henceforth it will be the extreme of scepticism to question; and has demonstrated that the primitive race which bore sway in Chaldæa Proper belonged to this ethnic type. We shall now finish this notice of Rawlinson's first volume by quoting a remarkable passage in the conclusion of the chapter on which we have principally dwelt:—"For the last 3,000 years the world has been mainly indebted for its advancement to the Semitic and Indo-European races; but it was otherwise in the first ages. Egypt and Babylon—Mizraim and Nimrod—both descendants of Ham led the way, and acted as the pioneers of mankind in the various untrodden fields of art, literature and science. Alphabetic writing, astronomy, history, chronology, architecture, plastic art, sculpture, navigation, agriculture, textile industry; seem all of them to have had their origin

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in one or other of these two countries. The beginnings may have been often humble enough. We may laugh at the rude picture-writing, the uncouth brick Pyramid, the coarse fabrics, the homely and ill-shapen instruments, as they present themselves to our notice in the remains of these ancient nations; but they are really worthier of our admiration than of our ridicule. The first inventors of any art are among the greatest benefactors of their race; and the bold step which they take from the unknown to the known, from blank ignorance to discovery, is equal to many steps of subsequent progress. 'The commencement, says Aristotle, is more than half of the whole.' This is a sound judgment; and it will be well that we should bear it in mind during the review of the language, writing, useful and ornamental art, science, and literature of the Chaldæans. 'The child is father of the man,' both in the individual and the species; and the human race at the present day lies under infinite obligations to the genius and industry of early ages."

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A correspondent favours us with the following, dated Hongkong, Jan. 1, 1863.

"Every thing is quiet here, and at Shanghai the British Authorities will not attack the Taiping unless the latter attack them first, which is not likely. The merchants are, as a body, for the Taiping and not for the Imperialists as the former are the reformers of the Political and Mandarin abuses in China, while the latter rest *in statu quo* and are not so honorable in their money or business transactions. The climate has been delightfully sunny and cold at night during the past three months, no ice nor snow, nor rain, except half an inch of the latter. The same weather will continue off and on until June next, when there is a hot and a rainy season until October. This is altogether a very agreeable place to live two or three years at; plenty of provisions, wines, &c., much cheaper than at Bombay. We (military) expect Colonial allowances shortly. The place is also very healthy the remittent or Hongkong fever is hardly ever seen now."

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Dr. Wright, Presidency Surgeon first district, has been promoted to the office of Deputy Inspector General of Hospitals, vacant by the death of Dr. Grierson. Several seniors are thus passed over; one of them, Dr. Thompson, medical storekeeper at Ahmedabad. Why is this? Surgeon Major D. Costelloe takes Dr. Wright's place at the Presidency.

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It would seem, by yesterday's *Government Gazette*, that Sir Joseph Arnould *has* resigned the Vice Chancellorship of the Bombay University, as Sir Alexander Grant is now formally nominated to the office.

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Sir Charles Edward Trevelyan, K.C.B., having reached Calcutta, took the oaths and his seat as an Ordinary Member of the Council of the Governor General of India, under the usual salute, on the 13th instant.

## LATEST INTELLIGENCE.

(*By Electric Telegraph.*)

Galle, 21*st Jan.*, 5-27 p.m.

The Steamer *Bombay Castle*, from Hongkong passed by 21st, 17. 27.

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## LOCAL.

The following officers and men of H. M.'s various Regiments, will proceed to England on Monday next, by the ship *Star of India*, Captain J. Morris:—

Major Pittman, Royal Artillery; Captain Packlington, 18th Foot; Lieut. Wheeler, 18th Foot; Lieut. Kingcombe, 91st Foot; Captain Turner, 28th Foot; Assistant Surgeon James; 246 men, 10 women and 18 children of H. M.'s various Regiments.

The Weather.—There was a smart fall of rain yesterday morning in Bombay and its suburbs. The wind blew considerably during the night of Wednesday, and the rain began to fall at a little before two o'clock yesterday morning, and continued for about four hours with slight intermissions, the weather at the time becoming cool, not to say cold. In the morning it seemed by the state of the roads as though we had returned to the middle of the monsoons again.

His Excellency the Governor and Lady Frere have intimated their intention of honoring the Rev. Dr. Wilson with their presence at his lecture on "The Budhist Revolution in India, with special reference to its Social and National Effects," on this evening at 8 p.m. in the Town Hall.

The following is a Statement of the amount of Government Currency Notes in circulation, of the amount of Coin and Bullion Reserve, and Government Securities held by the Department of Issue of Paper Currency on the 31st December 1862:—

| | Calcutta. | Bombay. | Madras. | Total. |
|---|---|---|---|---|
| Notes in Circulation ........ | 2,43,00,000 | 1,60,00,000 | 49,00,000 | 4,52,00,000 |
| Silver Coin Reserve ........ | 1,74,51,139 | 81,00,000 | 49,00,000 | 3,04,51,139 |
| Silver Bullion Reserve ...... | ... | 79,00,000 | ... | 79,00,000 |
| Government Securities ........ | 68,48,861 | ... | ... | 68,48,861 |

The following Statement of Cash Balances, as reported up to this date, in the Government Treasuries in India, at the close of the month of November last, contrasted with that of the previous years, is published for general information:—

| *According to the present limits of the several Governments. | *1860 November. | *1861 November. | *1862 November. |
|---|---|---|---|
| | Rs. | Rs. | Rs. |
| Govt. of India ............ | 2,28,04,014 | 4,94,37,767 | 5,87,54,442 |
| " Bengal............ | 1,59,19,151 | 1,43,79,130 | 1,75,31,717 |
| " N.W. Provinces | 2,78,44,378 | 2,44,19,366 | 3,13,54,646 |
| " Punjab ......... | 1,05,33,867 | 86,03,709 | 92,29,287 |
| " Bombay ...... | 2,77,11,306 | 3,57,55,425 | 2,52,23,557 |
| " Central Provinces............ | 52,23,784 | 53,47,452 | 45,15,815 |
| " Deccan............ | 14,15,699 | 9,64,165 | 10,15,912 |
| " Madras ......... | 1,04,69,998 | 1,45,48,527 | 2,08,64,396 |
| Total...... | 12,10,22,197 | 15,34,55,541 | 16,84,89,802 |

The health of the town of Bombay during the past weeks is scarcely so favorable as that of the week preceding, the former showing the number of deaths to be 282 and the latter 235. The casualties from fever are slightly on the increase, being 162 against 150 of previous week. An improvement, however, is perceptible in the item of Cholera, 5 deaths having occurred during the week from that epidemic. The following is a classified table of the casualties:—

| | | | |
|---|---|---|---|
| **Europeans.** | | **Parsees.** | |
| Nervous and Alimentary system ......... | 4 | Fever...................... | 8 |
| Other diseases ......... | 1 | Cholera.................... | 0 |
| Fever...................... | 0 | Other diseases ......... | 7 |
| **Indo-Europeans.** | | **Jews.** | |
| Respiratory system ... | 1 | Fever...................... | 1 |
| Fever...................... | 0 | Other diseases ......... | 0 |
| Other diseases ......... | 0 | **Native-Christians.** | |
| **Hindoos.** | | Fever...................... | 7 |
| Fever .................. | 96 | Cholera .................. | 1 |
| Cholera.................... | 3 | Other diseases ......... | 6 |
| Other diseases ......... | 69 | **Negro-Africans.** | |
| **Mussulmans.** | | Fever...................... | 1 |
| Fever .................. | | Other diseases ......... | 3 |
| Cholera .................. | 1 | **Unknown Race.** | |
| Other diseases ......... | 36 | Other diseases ......... | 1 |

**Summary of Chief Diseases.**

| | Last Week. | Aver. of past 10 years. |
|---|---|---|
| Small-pox .............. | 3 | 8 |
| Cholera..................... | 5 | 39 |
| Measles .................. | 1 | 4 |
| Fever .................... | 162 | 147 |
| Nervous system ......... | 13 | 10 |
| Respiratory system ...... | 19 | 23 |
| Vascular system ......... | 0 | 0 |
| Alimentary system ...... | 45 | 43 |
| Cachexy .................. | 24 | 17 |
| Accidents.................. | 2 | 3 |
| Other diseases............ | 8 | 8 |
| Total ...... | 282 | 302 |

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### WEATHER REPORT.

*At 9 hours of the 22nd January* 1863.

Broach.—Overclouded, wind S.W. strong.
Bulsar.—Cloudy, Southerly strong.
Cannanore.—Fair S. Ther. 78.
Galle.—Light winds and fine day. Ther. 78.
Goa.—Cool wind; light from E.
Kolapore.—Fair, wind light N.E.
Madras.—Fine wind, N.E. Ther. 79.
Paumben.—Moderate, North Westerly wind and fine day. Ther. 79.
Surat.—Cloudy day, rainy and squally, night cool.

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### BOMBAY MECHANIC'S INSTITUTION.

1. The inaugural Meeting of the Mechanic's Institute, took place on Wednesday the 7th January 1863, in the Town Hall, at 8 p.m.

2. The President Col. Barr, in opening the Session explained in a few words, that the general course laid down from the rules by the Institution for the coming year, was the same, as has been prepared of late viz., that public Lectures on popular subjects in Mechanics, Science and Literature would be given by gentlemen interested in the welfare of the Institution, that those already decided upon are as follows, viz.:—

Sir Alexander Grant, Bart,—Rome, England and India; Rev. Dr. J. Wilson—The Budhist Revolution in India; Dr. H. Geraud—on the artificial preparation of Ice; Rev. Dr. Murray Mitchell—the Rise and Fall of the Portuguese Dominions in India; Professor Wordsworth—Gibbon and the Literary Character of his age. That the usual weekly meetings of the Institute for the discussion of subjects of interest, the reception and discussion of Models and Inventions and for the reading of papers would be held as heretofore. He then touched upon the want of success which had attended the courses of Lectures last year, and the consequent pecuniary loss to the Institute—and stated that the experience thus gained would deter the Institute from attempting any such experiment for the future. And after a graceful and well deserved mention of the name and services to the Institute of the late perpetual Honorary President, the lamented Mr. Birkley, the President introduced Sir Alexander Grant, to the assembly as the Lecturer of the evening.

3. Among the Company we observed:—

His Excellency the Governor and Lady Frere, Lady Mansfield, Hon'ble Mr. W. E. and Miss Frere, Sir Alexander and Lady Grant, Bart., Hon'ble Mr. and Mrs. Inverarity, Hon'ble Mr. and Mrs. Anderson, Col. and Mrs. Barr, Captain Leach, Captain E. Grant, J. R. Arthur, Dr. Steadman, Mr. J. F. and Mrs. Hore, Rev. Dr. and Mrs. Wilson, Dr. and Mrs. Dallas, Dr. and Miss Reid, Dr. and Mrs. Broughton, Dr. and Mrs. Birdwood, Lieut. and Mrs. Fergusson, Mrs. and Miss Barker, Dr. and Mrs. Diver, Mr. E. and Mrs. Heycock, Mr. and Mrs. West, Rev. and Mrs. Middleton, Mr. and Mrs. Cooper, Sir Joseph Arnould, Col. Ballard, Major Annesley, Rev. Dr. Murray Mitchell, Dr. H. Giraud, R. W. Graham, W. R. Hoare, W. Walker, Sir Jamsetjee Jeejeebhoy, Bart., and Sons, Hon'ble Mr. Juggonath Sunkersett, Mr. and Miss Manockjee, Messrs. Dhunjeebhoy Framjee, Venyeckrow Juggonath, Munguldass Nuthoobhoy, Bhugwandass Purshotumdass, Homjee Cursetjee Dady, Cowasjee Manockjee, Muncherjee Nowrojee Bunnajee, Ramchunder Balcrustna, Venyeckrao Wassodew, Wassodew Pandoorung, Narayen Dinanath, Pandoorung Dinanath, Mahadowjee Govind, B.A., Bala Mungesh, B.A., Gungadass Keshowdass, Kursondass Mooljee, Kursondass Madowdass, Soonderao Ragoonath, Drs. Atmaram Pandoorung and Narayen Dajee, Hurrychund Sudasew, and almost all the Students of the College.

4. The Lecture occupied nearly an hour and half in the delivery, and was highly appreciated by the large audience assembled to hear so able, popular a Lecturer.

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### CORONER'S INQUEST.

Death from Congestion of the Brain.—An Inquest was held on the 21st instant, at the Morgue Kamateepoora touching the death of a Bengali, name unknown. It appears from the evidence was produced before the Coroner, that the deceased that was a passenger on board the ship *Futel Rahiman*, and came ashore with others at five o'clock p.m. of the 20th instant. On the same day at about half-past ten p.m. A mendicant heard a man groaning near the outside stair case of a house situate in Chuckla. He observed the deceased lying there. He did not give any alarm to the public, but went to sleep. A Police peon while he was going his rounds, found the body of the deceased lying near the outside stair case of the said house. A *post mortem* examination was held on the body of the deceased by Dr. Hyslop, who found that there were no marks of violence externally. On opening the head he found great congestion of the brain.

*Verdict*.—"The deceased died of congestion of the brain."

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### COURT OF PETTY SESSIONS.

*Thursday, 22nd January* 1863,

(Before N. W. Oliver, Esq., George Hamilton, Esq., and Dhunjeebhoy Framjee, Esq.)

Theft.—Minguel Fernandez was charged with having on Monday the 19th January 1863, stolen twenty-one gold chains, a quantity of papers, a tin box, &c. of the value of seven hundred and thirty rupees, the property of Mr. William Henry Stanley Crawford.

The prosecutor is a Coffee planter, and at present resides in the Nesbit lane. On the morning of Monday last at ten o'clock a.m. he went into the Fort. At that time the box and its contents were in the prosecutor's bed room. He at ten o'clock p.m. of the same day, when he came to his house, he found the articles missed. The witness did not make any enquiry at the time, as he thought, that some one had put the box carefully away. On Tuesday next he made enquiry as to the stolen property, and found that no one in the house knew any thing about it. The prosecutor suspected the prisoner who was his servant, and who left his service without the permission of the prosecutor. On Tuesday morning the prosecutor attended the Mazagon Police office, and saw there the whole of the stolen property. The prisoner was then in custody.

Acbar Ali stated the way in which the property was found from the prisoner and two other persons corroborate his statement.

In defence the prisoner admitted that he took away the box on account of money due to him, which the prosecutor did not pay him. Prisoner asked several times for the money as he wanted to go to Goa. The prosecutor wanted the prisoner to go to Malabar Coast with him.

The prisoner was found guilty and sentenced to be imprisoned in the House of Correction for nine months.

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### BOMBAY POLICE INTELLIGENCE.

FORT POLICE OFFICE.—23rd Jan. 1863.

(Before N. W. Oliver, Esq.)

Conspiracy.—Mottichund Walljee, Ramjee Madhowjee, Canjee Oomersey, and Jugga Dholla were again placed at the bar charged with conspiracy to defraud Mooljee Dyall of his piece goods.

Mr. Dunbar instructed by Messrs. Acland and Prentis for the prosecution.

Dr. Dallas for the first two prisoners.

Mr. Sangster for the third prisoner.

Mr. Verral for the last prisoner.

This case stood adjourned since September last and the further hearing of it was resumed yesterday.

The evidence previously recorded in this case, having been read over and interpreted to the prisoners, and the witness Sukedeo Gopilal was cross examined by Mr. Verral, after which, at the request of Mr. Dunbar, the further investigation of the case was adjourned till Monday next the 2nd February 1863.

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### INSOLVENT DEBTORS' COURT.

Notice is hereby given, that the petitions of the several persons hereunder named and described have been presented to the Court for the relief of Insolvent Debtors, Bombay, praying, respectively, for the benefit of the Act made and passed in the eleventh year of Victoria, Chapter XXI.:—

Suttoo Ranoojee, a cart-driver; date of petition filed, 12th January 1863.

Essack Oosman, a dealer in salt; Babajee Dajee, a labourer out of employ; date of petitions filed, 17th January 1863.

Abdool Currim vullud Abdool Rahimon, and Shaik Harroon vullud Shaik Ebram, the first is a syrang and the second a khullasi; Trimbuck bin Luxumon, Memon Noor Mahomed Jeewa (*alias* Bhawa Jeewa), and Ahmed bin Mahomed (*alias* Ludha Mahomed, the first is a dealer in vegetables; second and third are dealers in cutlery and stockings, &c.; Sewram Khundoojee, and Ruckhmabaee his wife, none; Cassumbhoy Vulludchand, none; Atmaram Wenkuteshjee, an English writer; date of petitions filed, 19th January 1863.

Orders in the matters of the abovenamed Insolvents' petitions, that the real and personal Estate and Effects of the said Insolvents be vested in the Official Assignee of this Honorable Court, under Clause VII. of the said Act, have been duly made.

*Days appointed for hearing the petitions of the undermentioned Insolvents.*

Atmaram Wenkuteshjee, Babajee Dajee, Suttoo Ranoojee, Geega Futtay Mahomed and Abba Tyeb, Essack Oosman, Trimbuck bin Luxumon, Memon Noor Mahomed Jeewa (*alias* Bhawa Jeewa), and Ahmed bin Mahomed (*alias* Ludha Mahomed), Abdool Currim vullud Abdool Rahimon, and Shaik Harroon vullud Shaik Ebram, Shravun Luxumon, Ragoo Luxumon, Sittaram Gopall, and Bhagoobaee, widow, Bulvuntrao Bapoo Morway,—3rd Monday in February next, at 11 o'clock.

The abovenamed Insolvents have filed schedules of their debts, estates, and effects in my office. Opposing creditors must file their claims, verified by affidavit, and pay the usual fees, at my office, at least three days before the hearing.

J. W. Orr,
Clerk of the Court.

Court House, Clerk of the Court's Office, Fort, Bombay, this 20th day of January 1863.

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### HINTS TO MARINERS.

1. I have been induced to draw up the following "Hints to Mariners" from the fact, that of the many Logs so kindly placed at my disposal by the Masters of such Ships who experienced, or were in the vicinity of the late Cyclone, there is in several of them a want of method in recording passing events.

2. If in the following remarks in noticing particular Ships by name, there appears anything approaching to disapproval or censure, as to the way in which such Ships were handled, I would beg it to be distinctly understood, that nothing personal towards the Masters of the said Ships is intended, as I merely allude to them thus as a proof of what their Ships suffered from being on the "wrong tack."

3. In the first place I would beg to offer a few suggestions as to what is necessary to be attended to while in Port, in order to render such an account of occurrences at Sea as will afterwards prove really valuable.

4. Every prudent Ship Master and skilful Mariner and Navigator will, if he has the slightest regard for the lives and property entrusted to his charge, take every opportunity of correcting the error and ascertaining the rate of his Chronometer.

5. I have observed a very bad practice that prevails here, namely, that many Ship Masters, immediately after arrival, send or take their Chronometers to the Government Observatory in a buggy or shigram to be "rated," and take them on board again in the same manner, (only a day or two before sailing. Whereas every Ship ought to have her Chronometer on board at least a week before sailing, in order to see by the Time Ball whether the rate has altered by bringing them from the Shore to the ship.

6. This is a very lax practice, for it is almost impossible (without very great care be taken) to take a Chronometer to or from the Observatory over 2½ miles of road in a buggy or shigram, and then to the Ship, without its receiving some "*shock*," whereby the "rate" must certainly be more or less altered. If Captains of Ships would send a boat to the Pilot Pier at Colaba when sending to or taking their Chronometers from the Observatory, and have a man to carry them by hand, there would be little or no risk of their meeting with any shock or concussion likely to alter their rates.

7. It would be far better to keep and rate the Chronometers on board than run the risk of rendering them next to useless, from not using proper precaution in their transport to and from the Observatory for the purpose of being rated whilst the Vessel is in Port. A "Ball" is dropped daily from the Observatory (which is 4 h. 51 m. 16s. East of Greenwich) exactly at 1 p.m., Mean Time at Bombay. The "exact Mean Time" of the flash of the *Evening Shore Gun* is also noted at the Observatory, published in the daily papers two days after, but furnished to the Office of the Master Attendant the next morning, where it is placed on a Board in a conspicuous part of the Office for the use of Captains of Ships.

8. In the present day, I take it for granted that no Ship would be sent to sea without having a Barometer on board. This should be carefully read and registered daily, at least twice, namely, at 10 a.m. and 4 p.m., but I would recommend it to be read and recorded in the log every two hours. If this were done in Bombay Harbour, the error of every Vessel's Barometer could be ascertained, by enquiring what the Standard Barometer read at similar hours at the Observatory. This information, I am sure, would be cheerfully given, and the differences between the two would give the error of, or correction to, the Barometer afloat, which if applied to every reading before recording it in the Log Book, would render the entire observations valuable data for science; and at the same time would show what degree of confidence was to be placed in the instrument.

10. It should be borne in mind that within the tropics, or about 25 deg. either side of the Equator, the Barometer is not so sensitive as it is in higher latitudes; that is to say, its diurnal range is not so great, nor does it (but rarely) begin to fall when a cyclone or hurricane is in the distance.

11. This it seldom does until the gale is close at hand, after which it acts quickly enough, and shows when the storm is at its height or passing away. There is, however, another indication often given by the mercury which predicts its being about to fall, or rise, and which the Mariner should, within the tropics, be always on the look-out for, namely, to note the appearance of the surface of the mercury, and should its upper surface have a concave appearance you may be pretty sure that the Barometer is about to fall; if convex, a tendency to rise. It is of importance this should be attended to, as it gives warning of approaching change in the weather.

12. For the following Notes I am indebted to Captain Jennings of the Ship *Contest* who visited the Port some months back, a gentleman who takes a great interest in the study of the Law of Storms. I am of opinion that as these brief Notes, or rather instructions, how to act for safety in a hurricane, contain the very pith of all that has been written by Redfield, Reid, Piddington, and others on this important and interesting subject, and as they are couched in such clear and unmistakable terms, I feel I cannot do better than lay them before the Mariner for his special guidance and attention when experiencing a gale at sea:—

*For the Northern Hemisphere.*

If a North wind veer Westward run South, but if Eastward go on Starboard Tack.

If a N.N.E. wind veer Northward run S.S.W. and if Eastward go on Starboard Tack.

If a N.E. wind veer Northward run S.W. and if Eastward go on Starboard Tack.

If a N.E. by E. wind veer Northward run S.W. by W. and if Eastward go on Starboard Tack.

If a E. by N. wind veer Northward run W. by S. and if Eastward go on Starboard Tack.

If a E. by S. wind veer Eastward run W. by N. and if Southward go on Starboard Tack.

If a S.E. by E. wind veer Eastward run N.W. by W. and if Southward go on Starboard Tack.

If a S.E. wind veer Eastward run N.W. and if Southward go on Starboard Tack.

Or, if the wind in the Northern Hemisphere veers from East to North, that is against the Sun, run right before it, but if it veers from East to South put your Ship on the Starboard Tack.

*Reverse the above for the Southern Hemisphere* (*i. e*)

If N.E. wind veer Eastward run S.W., if Northward go on Port Tack.

If N.E. by E. wind veer Eastward run S.W. by W., Northward go on Port Tack.

If East wind veer Southward run West, if Northward go on Port Tack.

If S.E. wind veer Southward run N.W., if Eastward go on Port Tack.

If South wind veer Westward run North, if Eastward go on Port Tack.

and so throughout.

From wherever you get the wind in the Northern Hemisphere, the centre of the gale is eight points with the course of the Sun from you, thus if the breeze begins at N.E. Centre South East and in Southern Hemisphere N.W.

Again; and I think the best and safest way is thus. If in the Southern Hemisphere, remember if the wind is from West, you are on the North Side of the Hurricane. It wind be North, you are on the East Side. If wind be East, you are on the South Side. And if wind be South, you are on the West Side. Reverse this rule for the Northern Hemisphere, thus giving a West wind on the Equator for Hurricanes in both Hemispheres.

13. Now with regard "What to Observe" and "What to do."

14. Every prudent Ship Master and practical Seaman will, on the appearance of bad weather, or signs of an approaching Cyclone, take every precaution for encountering the same, by making all snug aloft, send down all top hamper, have good sails bent, storm sails ready, &c., &c.

15. He will also see that all is secured about the Decks, that the hatches are ready for battening down, Boats well secured, pumps rigged, &c. &c. This having been attended to, he will then be able to pay attention to what is passing around him.

1*st*. The Ship's position should be ascertained as correctly as possible.

2*nd*. The Barometer and Thermometer carefully registered not only at the usual hours, as done every day, but as often as practicable, attention being paid to the state of the surface or top of the mercury, as to whether it is convex, or rising in a circular or arched form at the top, or concave, that is to say, hollow like a cup.

3*rd*. The Direction of the wind should not be taken at random or by guess work, within a point or two; but *most carefully* by compass to the nearest half or even quarter of a point, nothing the *exact time* when any change takes place in the direction or strength thereof. These two points being carefully attended to, will furnish most valuable data for the further testing the Law of Storms and for guidance on a future occasion.

4*th*. The appearance of the sky and the direction in which the clouds are being driven, as also whether the weather looks threatening and black.

5*th*. The direction from which the sea is coming, estimated height of the waves, and whether the swell is long or short, also any change in the colour of the water by day, and if it becomes luminous, or assumes a phosphoric appearance at night.

16. The most important points to be observed may however be summed up as follows:—

Correct position of the Vessel.

Exact time—particularly nothing it as near as possible at every change in the direction of the wind, the direction of which cannot be *too accurately recorded*.

17. With such data as the foregoing from several Ships in different positions it would be quite simple to lay down, with some pretension to accuracy, the track or direction that the Cyclone is taking, the probable extent of its malignant influence, and the rate at which it is travelling, matters which are of great importance for the guidance and instruction of the Mariner.

18. The great benefits to be derived by Mariners making themselves familiar with the Laws by which these storms are governed are incalculable, as they enable them at once to perceive from whence the storm is coming, where it is going, and how to avoid its greatest violence, which they can do if there happen to be sea-room and timely precaution be taken. For this reason I would recommend every Captain to have on his Book-shelf, Piddington's Horn-book of Storms, and Captain Jenning's brief notes, and if he will only read the former for even half an hour a day, he will in a short time be fully cognizant of the "Law of Storms" and everything connected therewith.

19. The full force of the late Cyclone of the 20th and 21st November last, appears to have been felt most on the 21st by the Ships below noted*; and judging from the injury sustained by the Ship *Cecrops* in particular, it is indeed a very fortunate thing that the vortex of the Cyclone did not pass over Bombay on that day.

20. We had, however, good reasons to suspect that there was an atmospheric disturbance not far off, notwithstanding that the Barometer was but slightly affected, for though the glass was high, the direction, strength, and veering of the wind on the 22nd made it quite palpable that a Cyclone was passing at no great distance to Westward of us; curving to the North and passing to the Eastward, The wind, however, was not violent here; the greatest force as observed at the Government Observatory showed a pressure of only three to four pounds on the square foot.

21. The Ships *Earl of Clare*, *Good Success*, *Coromandel*, and *Shakespear* were on the Eastern side of the Cyclone's vortex, as shown by the direction and veering of the wind experienced by them, and it is from their logs and the logs of the *Sir Jamsetjee Jeejeebhoy* and *Delhi*, which were on the Western and Northern verge, that the track and diameter of the Cyclone, as also its approximate rate of travelling, have been ascertained.

22. The Turkish Ship *Hamoody*, commanded, officered, and manned entirely by Arabs and Natives of India, was in company with the Dutch Ship *Cecrops*, for several days previous to the 21st November, and owing to the appearance of the weather, and a heavy sea rolling up from the Eastward, the Nacoda of the Ship *Hamoody* made all snug aloft, and fully prepared for bad weather, and intuitively, more than by any knowledge he had of the Law of Storms, fortunately put the Ship on the starboard Tack, which turned out, in accordance with Captain Jenning's brief notes, to be the right one, and by this means kept his vessel just beyond the Northern limit of the Cyclone without sustaining the slightest injury: this is evident from the fact of his experiencing but comparatively little wind, and that very variable, from the confused sea from the Southward and Westward rolling up against the Easterly swell, and from the "deluge of rain" to which they were subjected.

23. This Ship arrived safe in Bombay Harbour on 27th November, not having sustained the slightest damage.

24. How different the fate of the Dutch Ship *Cecrops* that had been in company with the *Hamoody* as before stated for several days.

25. The *Cecrops*, it is evident from the course she pursued, ran into, and was caught by the Cyclone, without being fully prepared for it, and no doubt from having been on the *wrong tack* drifted almost towards its very wortex, and was very near foundering from being laid on her beam-ends. Providentially, however, she was saved by the fortunate shifting of the wind at sunset, which caused the vessel to right herself after every human effort, such as cutting away masts, &c., had failed to do so.

26. The *Cecrops* was from Bushire bound to Batavia, but owing to the catastrophe that befell her, was obliged to put into Bombay, arriving here on the 30th November to repair damages, as she was unable to prosecute her voyage in her then disabled state, having lost her Top Masts, sprung or carried away the heads of her Lower Masts, and received other serious damage.

27. Although the *Jamsetjee Jeejeebhoy* and the Steamer *Pehlwan* did not suffer to the extent of the *Cecrops*, still they were both severely handled, and from similar causes, namely, from their Captains not making timely preparation, and also from not getting their respective vessels on the "*right tack*" in time owing to which, when caught by the storm, they found it impossible to do so.

28. What was the consequence?

Their Sails blown to ribbons, their vessels quite at the mercy of the storm, and the sea washing their decks completely fore and aft. Had they not been well constructed vessels, they also would probably have foundered.

29. These facts disclose the serious consequences resulting from inattention to, or misunderstanding of, the principle of the Law of Storms, as shown by the injury sustained in the case of the foregoing vessels, and I am confident I shall be pardoned for endeavouring to draw the attention of the Mariner to this all important subject; and if from the perusal of the foregoing, and by following the advice given, even though merely, one Ship be saved from destruction or injury, I shall feel that I have not written in vain.

W. C. Barker, Retired Captain I. N.,
Master Attendant and Conservator of the Port.

Bombay, December 17th 1862.—*Times of India*, *Jan.* 21.

* Dutch Ship *Cecrops* in Lat. 17 deg. 23 min. N. Long. 68 27 min. E. British Ship *Jamsetjee Jeejeebhoy*, Lat. .8 deg 00 min. N. Long. 67 16 min. E. Steamer *Pehlwan* 73 tons, under sail only. Lat. 18 deg. 28 min. N. Long. 68 deg. 42 min. E.

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### HIGH COURT, BOMBAY.

*Causes for hearing, this day.*

(Before full Court.)

Ecclesiastical Side.

In the goods of Ookajee Lingoo deceased.
Luckhoobae widow *vs.* Lingabae. (Part heard.)

*List of suits for hearing before a single Judge this day.*

(Before Sir Joseph Arnould.)

*For Settlement of Issues.*

89. Davidass Ruttonsee *vs.* Foolbaee widow.
101. Byramjee Jeejeebhoy *vs.* R. Morgan.
105. Peter Ewart, and others *vs.* Amboydass Othowjee.
118. Ramrutton Kishoncour *vs.* Ootumchund Suntdass and others.
128. Sewdass Purshotum *vs.* Bhanabhoy Dwarkadass.
130. Sorabjee Jeejeebhoy *vs.* C. D. Leggatt.
131. F. L. Brown *vs.* Byramshaw Dhunjeebhoy.
132. Dewjee Dharsee and others *vs.* Mooljee Soda and others.
133. Muncherjee Cowasjee *vs.* Purmanund Purbhoodass.

For final disposal.

100. Thucker Dhurrumsey Soonderjee *vs.* Patuck Mooljee Walljee.
108. Dossabhoy Bomanjee *vs.* Purmanund Jugonath.
112. Pranjeevun Doolubdass *vs.* Trimbuck Ragonath.

Plea Side of the late Supreme Court.

14. Edward Lawrence & Co. *vs.* Goverdhun Purshotumdass.
18. C. D. Legatt *vs.* Umersey Velljee and others.
20. The same *vs.* Kessowjee Wagjee.
22. Toolseydass Takulchund *vs.* Thucker Khatoo Ladha.
24. Runsordass Bhogeelall *vs.* Kessrising Mohunlall.

S. Compton,
22nd January 1863. Prothonotary.

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### HIGH COURT OF JUDICATURE.

(Before Sir Joseph Arnould, Kt.)

COLLISION BETWEEN THE "VETERAN" AND THE "JOSHUA"

*Duncan* vs. *Bartlett.*

*Mr. Bayley*, instructed by *Messrs, Kelly and Hore* appeared for the plaintiff.

*Mr. Dunbar*, instructed by Messrs. Faithfull and Keir, for the defendant.

Sir Joseph Arnould delivered the following judgment in the case.

This is an action brought by the master of the *Veteran* against the master of the *Joshua* for damages by collision.

The action is on the case, and the plaint charges the collision to have been caused on Tuesday the 17th June last, by the negligence and unskilfulness of the defendant. The pleas are 1, not guilty; 2, a denial that defendant, at the time of the casualty had possession of the *Joshua* as alleged; 3, a denial that defendant, at the time of the collision, had care of the *Joshua* as alleged; 4, a plea setting up the Act No. XXII. of 1855 for the regulation of Ports and Port Dues, the order of the Local Government of 30th December 1857, declaring the Port of Bombay to be subject to the said Act; and then averring that, at the time of the casualty the *Joshua* was being removed from one place of anchorage to another in the Port of Bombay, under the care and in charge of one Ashe, an assistant of the Harbour Master of the said Port.

Several important questions were raised at the trial into which it will not be necessary to enter, for according to the view I take of the case upon the evidence, it all turns on one point, viz., whether Ashe was or was not exclusively in fault for the mischief by which the damage was occasioned; for if not, it is clear upon the authorities, and indeed was very fairly admitted at the trial by the counsel for the defendant, the 4th plea furnishes no defence to the action. The question whether Ashe was exclusively in fault for what occurred, depends on this, was he, or was he not, misinformed by the chief officer of the *Joshua*, before he began to move her, of the length of chain that was out on both anchors? This I say is the only question in the case, for it is clear that the fault was with the *Joshua*, not with the *Veteran*, whose people did all that could be done to avoid the collision, and I entertain no doubt that the action will lie against the defendant who, though sick at the time and not on deck when the collision occurred, had yet, before the casualty, told Ashe what he required to have done and pointed out to him the berth he wished the ship to be taken to.

It is certainly in favor of the conclusion that Ashe was misinformed by the mate as to the length of chain out, that from the first Ashe assigned this as the cause of the casualty. This is clearly made out by the evidence. Thus the plaintiff, Archibald Duncan, in his *de bene esse* examination says, "Shortly after the *Joshua* got athwart our hawse, I asked Ashe how he got the vessel into such a scrape. He answered 'the mate had given him the wrong lengths of the chains that were out.'"

James Irvine, the boatswain of the *Veteran*, says—"One of the pilots that came off to us (that was Cooke) sung out for the pilot of the *Joshua* (that was Ashe.) The pilot thus spoken of came and said, "It was a mistake of a shackle (15 fathoms)—that he thought he had 30 fathoms out and he had only 15."

Thomas Wardland, the second officer of the *Joshua* "says—I saw Cooke (the pilot) on the forecastle of the *Veteran* and heard him say "hulla, Ashe, this is a new way of moving a ship; is it not?" To which Ashe replied in effect "that it was the chief officer's fault for misinforming him as to the quantity of chain out." This is important as showing the account Ashe gave of the matter at the very time of the casualty.

The account given by the mate (William Jackson) of what he did tell Ashe, is somewhat evasive. He says, "when Ashe came on board, he made enquiries how the ship was moored, I answered him correctly. Before we commenced to do anything he knew what length of chain was out. There was 45 fathoms out on each anchor at the time." This is in his examination in chief: in his cross-examination he says, "I think I told him the length of chain was about 45 fathoms each way. I am sure I told him 45 fathoms. I mean I think I told him 45 fathoms were out. I will not swear I mentioned any length; but if I did, (and I think I did) it was 45 fathoms on each anchor, I did not tell him 30 fathoms were out. *I am not aware that shackles were mentioned on that occasion* When he came on board, he went forward and asked me what chain was out. I gave him the answer that 45 fathoms was out on each anchor. That is why I said that before we commenced to do anything, he knew the length of the chain. Nothing was said to *Mr. Ashe as far as I know about the shackles.*"

Thomas Clarke, a seaman on board the *Joshua* says "explicitly I heard a conversation between the chief officer and the pilot; in answer to enquiries the chief officer said she was moored into 45 fathoms each cable."

William Seymour, the carpenter, says—"I heard Ashe ask the chief officer what was the quantity of cable out, and I then pointed to the shackles and said there is the 45 fathom shackle.

The chief officer says—"Nothing was said to Mr. Ashe as far as I know about the shackles," as he says "he does not remember any of the warrant officers of the *Joshua* saying that's the 45 fathom shackle." But he swears positively that Mr. Jackson, the chief officer, in reply to this question, "How much chain he had on each anchor"? said "45 fathoms on each." And Cooke swears twice over that Ashe told him at the time of the casualty that the mate had so informed him. In his examination in chief, Cooke says—"I asked Ashe what chain he had out: he said he was told by the chief officer they had 45 fathoms each way.

On cross examination Cooke says:—"When I got aboard, I asked Ashe how much chain he had out: he said when he began heaving, the mate told him he had 45 shackles each way."

Upon this evidence I think there can be no possibility of a reasonable doubt that before Ashe did anything by way of moving the ship, the mate told him he had 45 fathoms each way. But then, was it the chief officer's duty to know how much chain was out, and ought Ashe to have relied on the chief officer's report? On the evidence before me, both these questions must be answered in the affirmative.

David Jolly, the pilot, says—"When a pilot goes aboard, he discovers the length of chain out from the chief officer." "It is the duty of the chief officer, on coming into port, to log the quantity of chain by which the ship is moored to each anchor." "It is also his duty to log any lengthening or shortening of the chain."

George Corke, one of the assistants, of the Master Attendant says to the same effect—"When a pilot goes on board to remove a ship, he must learn from the mate what chain is out." "If the mate misinforms him, the pilot is not in fault."

How could Ashe tell how much chain was out: no pilot could tell that by looking at the shackles, for the shackles are not marked in all cases. From the evidence of Mr. Jamieson, it appears they were not marked on board the *Joshua*. He (Mr. Jamieson) "says—I noticed the shackles of the *Joshua*; the shackles were not marked; I am sure of that." As to the respective duties of the Pilot and chief officer, Mr. Jamieson says "When a pilot goes to *remove a vessel* which he has not moored"—(which was in this case); for Ashe had never been on board the *Joshua* before—"he asks the chief officer how much chain the ship is moored with; he ought also to Inspect personally—he would inspect personally by looking at the shackles if they were marked; *but here they were not marked, and he could only learn from the chief Officer.*

From the whole of this evidence, which comprises all that was before me on the point, it clearly results that it was the chief officer's duty in this case to give truly the information asked for, and that Ashe had no duty cast upon him to obtain the information otherwise than from the chief officer. Then was the information true or false? Had the *Joshua*, when Ashe came on board, 45 chains on each anchor? According to Jamieson, the chief officer when he gave Ashe this most important information, did not really know how much chain he had out. "I had," says Jamieson, "a conversation at Mazagon" (that was within a few hours after the collision) with the chief officer about the chains. "He said he did not know, he was not aware how much chain was out at the time of the collision. I am sure of this. My impression was that he meant he did not know how much chain was out when Ashe came on board."

The chief officer's evidence, *de bene esse*, by its indistinctness, in some degree bears out this. He kept, or at all events, produced no log. He states truly enough that on the 20th April the *Joshua* was moored by Jamieson, who brought her in from the each sea, and that on this occasion she had 45 fathoms chains way. He then says she was remoored on the 24th of May by Cooke, the pilot, because she was too near the ship *North*. "On the occasion of remooring we only lifted the N.E. anchor (*i. e.* the starboard anchor as to which the whole question turns.) "When we remoored we had 45 fathoms of cable on the S.W. anchor; and 35 to the N.E. *that was sufficient*." At the time they began heaving he is quite sure there "was 45 fathoms out on each anchor," for, says he, "I had pain out the additional 10 fathoms on the N.E. anchor, at different times in clearing out the chains," "On each chain, the 45 fathom shackle was outside the hawse."

Now he produced no log; these assertions are merely made from recollection. His account is at variance with the evidence of other witnesses of the defendant and is contradicted by the evidence of Cooke.

William Seymour, the carpenter of the *Joshua* says: "the pilot who removed us (Cooke) hove up the N. E. anchor and remoored the vessel with the same length of chain as before, except that on the N.E. cable the 45 shackle was inside the hawse and the S.W. cable outside which made a difference of 5 fathoms."

Thomas Clarke says; "when first moored she had 45 shackles on each cable, both shackles outside the hawse pipes. The only alteration in the mooring was that shortly afterwards the N.E. anchor was hove up and the ship canted more to the west and the anchor was let down to the same length of chain. On the 17th she was moored in two cables of 45 fathoms each: the shackle of the S.W. anchor was at the water's edge and that of the N.E. anchor at the forepart of the windlass."

Thomas Warland, the second officer says: "a few days after (the first mooring), the moorings were changed by lifting the N.E. anchor and dropping it more to the west. I *cannot* say with how much chain." "On the 16th June," this witness says, "there were 45 fathoms out on the N.E. anchor and the same on the S.W. anchor. The shackles of the former (the N. E. anchor) was just inside the hawse pipe and the shackle of the latter (S. W.) outside."

Both these two last witnesses describe the remooring as having taken place "shortly" after, and a few days after the first mooring. The original mooring was on the 20th April: the Chief Officer says the remooring was on the 24th of May, a more than a month after the first mooring. In this he must be inaccurate. Cooke who removed her said, speaking from a memorandum, that he did so on the 24th April: 4 days after the first mooring, which is quite consistent as to time, with the evidence of Clarke and Warland. Cooke says when he removed her she had the proper amount of chain. Cooke then states a circumstance not deposed to by any other witness; he swears that the Mate told him at Mazagon just after the collision "that he had hove in 15 fathoms of his S.W. chain to let the *Fairly* go to sea, and the *Fairly*, adds Cooke, went to sea on the 6th May. If Cooke is correct in stating that it was the S.W. chain on which the Mate said he had hove in 15 fathoms,—it has little to do with the case, for the question is as to the length of chain on the N.E. anchor; had it been on the N. E. chain, the circumstance would be material. Cooke mentions another fact; he says, "at Mazagon I examined the chains of both anchors and I brought to the notice of the Chief Officer where grass grew on hawsers in Bombay harbour: he said "between wind and water." The grass was at the 30 fathom shackles, this shewed that the vessel had been riding some three weeks or a month at 30 fathoms on that anchor."

Then how much of the starboard or N.E. chain did he heave in before he began heaving on the port or S. W. chain. Ashe says "I began to heave on the starboard (N.E.) anchor: I heaved in 15 fathoms. I stopped at what I believe to be 30 fathoms. I stopped because the turns on both chains came to the bows. Then I hove up the port anchor, and Ashe says that having this heaved in 15 chains of the N.E. anchor he found afterwards when the tide went down (after the collision) that on that anchor only 15 fathoms were out instead of 30, proving that when he began to heave there were only 30 fathoms out altogether of that starboard chain instead of 45. "When the tide began to run down we heaved at the starboard anchor and found 15 fathoms of chain out, instead of 30. I drew Mr. Cooke's attention to the chains: the Chief Officer would not come though I told him repeatedly to come to see he had only 30 fathoms out."

Cooke says (from Ashe what told him at the time) "He (Ashe) hove in 15 fathoms of the starboard chain to get his hawse clear.

On the other hand the Chief and the Second Officer of the *Joshua* both swore when examined *de bene esse* that Ashe heaved in 25 fathoms after N.E. chain before he began to heave on the S.W. leaving, as the Chief Mate says, 20 chains out.

Mr. Jamieson, the pilot, says, "she, the *Joshua*, would have held with 20 fathoms, she ought not to have been hove to less than 20 fathoms to the water's edge. As to the length of chain out on the N.E. anchor, Mr. Jamieson somewhat differs from Ashe. "I ordered them to heave up the starboard anchor: they did so: there was about 10 or 12 fathoms out of the starboard chain." Ashe says there was 18. But there is no evidence whatever to shew that there was 20 fathoms of chain out on the N.E. anchor when hove, as there ought at least to have been, had there been 45 fathoms on that anchor when Ashe began heaving, even supposing to have hove in 25 fathoms instead of, as he swears, 15. Had there been 35 fathoms out heaving in 25 would have reduced it to 10, bringing it near to Jamieson's figure about 10 or 12 fathoms: but, upon Jamieson's evidence, Ashe would have been safe with 20 fathoms, which 25 from 45 might have given him.

Taking the whole evidence together and making full allowance for all its discrepancies, I can come to no other conclusion than that the Chief Officer misinformed Ashe when he told him, before he began heaving, that there was 45 fathoms on both anchors. Then, did the misinformation lead to the casualty? I think it is clear, on the evidence, it did. "In my opinion," says Mr. Jamieson, "the collision was caused by the *Joshua* being hove up too short." "The cause of the drifting," said Cooke, "was that the *Joshua* had a foul hawse, not sufficient chain out and the Chief Officer telling the pilot he had 45 fathoms chain out when he had only 30." "I don't think it was the fault of the pilot, but of the Chief Officer, misleading the pilot." "If I had known" says Ashe "that (before heaving) there had been only 30 fathoms out, I would have hoisted a flag of assistance and got a warp out ahead." "If (after heaving) there had been 30 fathoms out on the starboard chain she would not have dragged I am confident of that." "I attribute the dragging of the vessel to what I did in consequence of being misinformed as to the length of the chains."

The Chief Officer in his evidence suggests that the pilot was wrong in trying to move her when he did and in heaving on both anchors.

As to this, Mr. Jamieson, a very cautious and well-informed witness says, "In my opinion on Tuesday the 17th it was necessary to heave on both anchors in order to get the ship under weigh and take her to a clear berth."

The question is not whether the course taken by Ashe was abstractedly the best possible course, but whether it was a reasonably proper, prudent and skilful course and one which would have succeeded in safely accomplishing the object of remooring the ship but for the misinformation of the Chief Officer as to the length of chain? My opinion, founded on the whole of the evidence, is in the affirmative of this question, and I therefore think the verdict must be for the plaintiff in this action.

The last question is as to the amount of damages. The principle of assessing damage in collision cases is that of a *restitutio in integrum*: the suffering party must be put, as far as may be in the same position, as though the *collision* had not taken place.

Here the damages claimed are made out of the elements: disbursements for repairs, costs of detention, for 25 days, that is, from the 23rd June when Duncan the plaintiff says he would have been ready to sail, but for the collision, to the 18th July, when the ship actually sailed. With regard to the repairs a question has been raised, whether the defendant is entitled to deduct one third new for old, as in cases of insurance. On the authority of cases cited by Mr. Bayley, especially that of the *Gazelle*, 2 Wm. Robinson p. 279, where Dr. Lushington goes fully into the question on principle, I am clearly of opinion that the deduction cannot be made. The whole amount, therefore, paid for the repairs is one item in the damages.

With regard to the consequential damages caused by the detention, the plaintiff contends that he is entitled to charge at the rate of £15 per day, that being the rate of demurrage paid by the charter party of 11th June under which he engaged to proceed forthwith to Tuticorin, where he was to be allowed 45 working days for loading and 10 on demurrage at £15 a day.

The principle applicable to this head of damage as also clearly laid down by Dr. Lushington in the *Gazelle*—viz, "adequate compensation for any loss the injured party may sustain for the detention of his vessel during the period necessary for the completion of repairs and the furnishing new articles."

This would include in this case the wages and provisions of the crew from the 23rd of June till the 18th July, when the ship sailed. Had proof been tendered of the amount of these wages and provisions it would of course have been received. This has not been done. Nor has it been shewn that demurrage has been paid under the charter party. Demurrage too, as paid in a charter party, cannot be taken as a fair measure of the mere costs of detention, it being somewhat in the nature of a penalty. It appears that £10 per diem might be a fair amount to take as covering the costs of detention: this for 25 days would be Rs. 2,500. Verdict for repairs, and costs of detention Rs. 2,500, with costs,—*Verdict for the plaintiff with costs.*

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### COURT OF SMALL CAUSES.

*Thursday, 22nd January* 1863.

(Before J. F. Hore, Esq.)

*Gunputrow Govind* vs. *Succaram Bulall Dandakur.*

This was an action to recover the sum of one hundred and thirty rupees, damages, for loss sustained through defendant placing a lock on the door of the room occupied by plaintiff who was a tenant of the defendant, and which was used by him as a medical dispensary, and allowing the same to remain on up to the date of the filing of this suit.

Mr. Jehangheerjee for the plaintiff.

Mr. Nusserwanjee for the defendant.

Mr. Nusserwanjee said, the defence was justification and not guilty, and that the plaintiff was no doctor, but simply a compounder, and had several such places in the town. He was going to leave the place without paying the rent and defendant would not allow him, and as he was leaving clandestinely, he put on the lock, which according to Act 11 of Geo. 2nd, Section 19, which treated of the relations between landlord and tenant the defendant, was justified in doing.

His Honor differed from the defendant's pleader, and said the defendant was not justified.

Mr. Nusserwanjee urged that as the plaintiff only paid two rupees per month for rent, the damages were laid at a sum quite disproportionate to the case.

His Honor asked why the plaintiff did not strike off the lock when it was put on.

Mr. Jehengheerjee on behalf of the defendant urged that it was not only the actual loss his client immediately sustained but the injury done him, in the eyes of his patients, in having a lock put on his door, and the reflection it cast upon his respectability.

His Honor said it was clear the trespass had been committed.

Mr. Nusserwanjee said that the plaintiff had not corporeal possession of the premises at the time and therefore there could be no trespass on the part of the defendant, a view in which his Honor did not concur.

Gunputrow Govind examined by Mr. Jehangheerjee, said he occupied rooms from the defendant and paid four rupees a month for them and prescribed generally to ten or twelve persons daily, on the premises which had been locked up. Plaintiff kept a prescription book in which all the prescriptions were entered.

In cross-examination by Mr. Nusserwanjee, the plaintiff stated that he had been employed by Dr. Morishwur at a monthly salary of twenty-eight rupees. That was his net income there and his occupation was that of Apothecary. He was, with Dr. Morishwar two and a half or three years, and also at the Civil Hospital at Poona and sometime earned twenty rupees in a day, and has been presented with gifts by his patients, which if take into his account as income, would make the profits realised by his profession, equal to a thousand a year (rupees). His income for the last year and the year before was not so large in consequence of expenses which occurred in his starting in business the first year and in advertising in the last year. A letter was received by him from the defendant in which it was stated, if he did not leave the premises he might put up with the consequences.

A number of witnesses were called by the plaintiff's pleader whose examination went to show that they were patients or purchasers of medicine of the plaintiff's, and that they had seen the lock on the door and the plaintiff's premises were closed, and they were thereby unable to see and therefore to consult the plaintiff.

His Honor in summing up said that as the trespass had been admitted, the only question which remained was as to the damages to be awarded to the plaintiff for the injury he may be supposed to have sustained in the loss of his professional practice. No special damages were stated on the face of the summons, but the Court must take all the circumstances into consideration. A lock was placed on the door of the premises occupied by the plaintiff, who it appeared was a respectable medical gentleman and enjoying considerable practice. It was true he might have knocked off the lock, and the Court could not help thinking that a person who had the power to reinstate himself so easily, would have exercised that power if great loss had been likely to ensue, but although the plaintiff certainly had the power, he was not aware that there was any authority for his so doing. It was quite clear that several persons had called and the plaintiff would have received money from them but for this, there was little reason to doubt. The amount of the loss did not appear, but it is was the opinion of the Court that it ought to be something substantial. The defendant had taken the law into his own hands and put the plaintiff to loss and inconvenience, while it would have been an easy matter for him to have applied to this Court for a distress warrant, which would have been granted instead of adopting an annoying course, calculated to disgrace the plaintiff in the opinion of his neighbours. His Honor could call to mind a very similar case as the present. In the matter of *Rose* vs. *Groves* 5, M. & G. page 613, the plaintiff was in possession of a public house, abutting a navigable river, and defendant wrongfully placed on the river certain pieces of timber so as to drift upon plaintiff's house, which it obstructed and whereby divers persons were prevented from taking refreshment. In this case there was no special damage proved and the same opportunity existed of removing the obstruction as in the present case, but it was proved to the satisfaction of the Court, that plaintiff had sustained loss in his customers, so here it has been proved that the plaintiff has sustained loss in like manner. In the above case the jury awarded £20 damages. The damages sustained might have been great, but His Honor could not help thinking that had the loss sustained been very serious, the plaintiff would have knocked the lock off the door. As it was, the defendant must be taught to avoid a similar trespass, and His Honor should therefore award damages to the extent one hundred and one rupees to the plaintiff and certify for costs.

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### OFFICIAL PAPERS.

STATISTICS OF TRAFFIC.

No. 69.—General Department.

Bombay Castle, 16th January 1863.

Letter from the Commissioner in Sind, No. 162, dated 25th July 1862.

Letter from the Revenue Commissioner, S. D., No. 1895, dated 5th August 1862, with accompaniments.

Letter from the Revenue Commissioner, N. D., No. 2952, dated 3rd December 1862.

On the subject of obtaining returns of Traffic along lines of road in the country.

Resolution.—Two distinct questions are opened in these papers—

1*st*.—The best mode of getting returns of the direction, character and value, of the traffic.

2*nd*.—The extent of the traffic.

2. For the former purpose carefully kept returns are wanted and cannot be obtained without much expense and trouble, and some annoyance to traders, &c.

3. For the latter very simple returns will suffice, such as can be kept by an illiterate Peon, if he be careful.

4. Any of the common devices of keeping tallies, by notches or marks on a stick or board, by beams or pebbles into separate receptacles, will suffice to ascertain how many carts, or beasts of burden, pass daily, and whether laden or unladen.

5. It is only such returns which are immediately wanted to guide Government in selecting roads to be made or repaired.

6. This should be pointed out to the Revenue Commissioners, to whom reference has already been made on the subject. Government must for the present be content with knowing the number of carts, &c., passing, and forego all attempts to obtain any but the most general information as to what the traffic consists of, and whence it comes, &c.

A. D. Robertson,
Secretary to Government.

To the Revenue Commissioner, S.D., the Revenue Commissioner, N.D., the Commissioner in Sind.

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### POONA.

We regret to hear that the injuries received by Mr. Tate, in the recent affray with the Police, at Khandalla, are more serious than was, at first, believed. He is, however, in good medical hands; and we trust that with their skill and the aid of Providence he will soon be restored to health.—*Deccan Herald, Jan.* 21.

The Rev. Narayan Sheshadri, a Native Missionary of the Free Church of Scotland, has founded a new Rural Mission in the Deccan, selecting, as the scene of his labours, the town of Indapur and the surrounding villages. Indapur is the largest town between Poona and Sholapore, and a good deal of inland trade is carried on their. It is about twenty miles distant from Deksal, but the two places are, eventually, to be connected by a tramway. One of the principal reasons for choosing Indapur was, that for the past twenty-five years, the Gospel has been more or less preached in the place and surrounding districts, and that, at one time, the Rev. James Mitchell had a European Catechist stationed there, with a number of schools under him.

* * * * *

Meanwhile, let us wait and hope, for if the progress is slow, at least it is sure. Contributions for the educational department of this mission, or any other objects connected with it, will be thankfully received by Mr. Narayan at Indapur, by any of the Free Church Missionaries in Bombay or Poona, or by the Editor of the *Bombay Guardian*.—*Id.*

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### BENGAL.

We are again indebted to the courtesy of the Secretary to the Government of Bengal, for the following important Telegram received yesterday from the scene of hostilities in the Cossyah Hill country:—

From Paddo thro' Dacca.—From Captain Morton.

To Calcutta.—To Secretary to the Government of Bengal.

*January 6th*, 1863.—Oomkrong stockade carried yesterday, stronger than Oonikar. Artillery of good use. Richardson and two men wounded, two officers and eight men slightly wounded. Heavy marks of blood on the track of the rebels: their loss supposed heavy.—*Hurkaru, Jan.* 14.

Sir C. E. Trevelyan, K. C. B., who arrived by the Mail Steamer *Nemesis* on Monday evening last, took the oaths and his seat as an Ordinary Member of the Council of the Governor General of India yesterday afternoon, under the usual salute from the ramparts of Fort William. A *Gazette Extraordinary*, to be found elsewhere, was published during the evening.—*Id.*

### LEGISLATIVE COUNCIL OF THE GOVERNOR GENERAL.

The Legislative Council of the Viceroy and Governor General met this morning at the usual hour, His Excellency presiding. Sir Charles Trevelyan was also present.

Mr. Maine introduced the Bill to give effect to certain provisions of a treaty between his Excellency the Earl of Elgin and Kincardine, Viceroy and Governor General of India, and his Majesty the King of Burmah, and moved that it be referred to a Select Committee with instructions to report in two weeks.

The Hon'ble Member explained that it was highly desirable that the measure be was introducing should be made law as soon as possible, and he had therefore intended at first to ask His Excellency to suspend the standing orders, in order that the Bill might be passed at once. As, however, great commercial interests were involved in the Bill, he thought it better to have it referred to a Select Committee, on which he hoped that the members of the Council who were connected with commerce would be willing to serve.

His Excellency the Viceroy said that, before putting the question to the vote, he must observe that great credit was due to Colonel Phayre for the manner in which be had managed the treaty. It was a well known fact that the Burmese Government had always manifested a great disinclination to enter into relations, either political or commercial, with the Government of India, and it was his impression that the disinclination had been removed by the tact and good judgment displayed by Colonel Phayre without the use of menace or the application of any undue pressure. The present engagement was hardly sufficiently comprehensive to be called a commercial treaty, but it was without doubt a step towards the development of trade by opening up an intercourse, not only between British Burmah and Burmah Proper, but by opening up a similar intercourse between British Burmah, Burmah Proper, and the States on the South-West Frontier of China. The importance of opening up some direct communication had been much insisted on of late. Various routes had been spoken of; one direct to Esmok in Yunan. He had, however, looked much into these matters, and his impression at that moment was that the most practicable route would be up the Irrawaddy to Bannok, and then across to the Yunan frontier. It was true that they were not aware of the difficulties that might exist, but it was satisfactory to know that the distance was not more than 120 miles, and that the route was one constantly frequented by Chinese traders; and he thought that one of the most flattering prospects connected with the treaty was, as far as he could gather from a conversation with Colonel Phayre, the extreme interest evinced by these men in the prosecution of the treaty. He need hardly say that if these men found it to their interest to trade with Burmah, and so with Assam, it would be highly conducive to the interest of commerce. The measure which was to go before a Select Committee was to enable the Executive Government to make certain concessions which would, he hoped, induce the Burmese Government to follow the example. With reference to these concessions, he would merely remark that, with one exception regarding duties, they involved no actual loss, and that, in the absence of more perfect reciprocity, they were likely to conduce to a mutually profitable trade; and, besides, it was intended to reserve, with the Executive, the power of reimposing the duties alluded to, should the expected reciprocity not be granted. In his opinion this would not be needed. He would not certainly guarantee that all the advantages he had just mentioned would follow on the treaty, for his great experience of the difficulties in carrying out similar ones had taught him that it was rash to speak too positively, but he was certain that if carried out properly, the engagement now made would result in the development of a vast amount of wealth. He hoped, too, that the management and firmness of the agents of government in Burmah would, in all cases, remove those difficulties which always would occur in similar treaties with similar States, and would repeat his opinion that great advantages would accrue, not only to British interests, but to the interests of those States themselves.

Also the Bill to improve the administration of Civil Justice in the Settlement of Darjeeling, and moved that it be referred to a Select Committee with instructions to report in three weeks.

Mr. Harington moved that the Report of the Select Committee on the Bill to define the jurisdiction, and to regulate the Procedure of the Court of Civil Judicature in British Burmah, and to provide for the extension of certain Acts to the said Territory, be taken into consideration, and that the Bill be passed with the amendments recommended by the Select Committee.

Also that the Report of the Select Committee on the Bill to regulate the admission of Appeals to Her Majesty in Council from certain judgments and orders in Provinces not subject to the general regulations, be taken into consideration, and that the Bill be passed with the amendments recommended by the Select Committee.

Also that the Report of the Select Committee on the Bill to amend the law for regulating the Police of the several Stations of the Settlement of Prince of Wales' Island, Singapore and Malacca, be taken into consideration, and that the Bill be passed with the amendments recommended by the Select Committee.

The Council then adjourned.—*Englishman, Jan.* 14.

### SMALL CAUSE COURT,—13th Jan. 1863.

(Before G. S. Fagan, Esq. Offg. 1st Judge.)

*The P. & O. S. N. Co. vs. C. Williams.*

The plaintiffs claimed rupees 500 from the defendant as damages in consequence of his having left their service before the expiration of the time he had agreed to serve.

*Mr. Stokoe* for the plaintiffs.

*Mr. Graham*, Q. C., for defendant.

*Mr. Stokoe*, in opening the case, stated that the action was one of damages arising out of a breach of contract on the part of the defendant, and the sum claimed by plaintiffs was precisely the amount defendant had agreed to pay them if he left their service before the expiration of three years, which was the period he had agreed to serve. In December, 1861, the defendant was employed the plaintiffs as a general servant, to serve either on board any of their vessels or on shore. He signed an agreement to serve them for a period of three years certain, and in case he left them without their permission before the expiration of that time he undertook to pay them £50 or 500 sicca rupees. After being employed on shore for some time he was appointed as steward of the steamer *Nubia*. He had been several voyages in her, and on the 17th December while the steamer was in dock he left her and joined her Majesty's war steamer *Vulcan* without giving the plaintiffs the slightest intimation. That was the plaintiff's case and he would put in the document signed by defendant.

*Mr. Graham* argued that under the 214th Section of the Merchant Seamen's Act the defendant could not be made liable for any damages. The section ran as follows: "Any seaman may leave his ship for the purpose of forthwith entering into the Naval Service of Her Majesty, and such leaving his ship shall not be deemed a desertion therefrom and shall not render him liable to any punishment or forfeiture what ever, and all stipulations introduced into any agreement whereby any seaman is declared to incur any forfeiture or be exposed to any loss in case he enters into Her Majesty's Naval Service shall be void, and every master or owner who causes any such stipulation to be so introduced shall incur a penalty not exceeding £20." The learned counsel contended from this that it was quite clear that defendant could not be sued for the amount, though he had consented to pay it in case he left before the three years expired.

*Mr. Stokoe* contended, on the other hand, that the defendant was not a seaman at the time he deserted from the plaintiffs' service. It was true that he signed the articles before the steamer proceeded on her voyage, but on her return he signed a release, and when that was done he was no more on the articles of the ship. The defendant signed the release on the 5th of December and on the 17th of the same month left the service. His contention was that, having entered the plaintiffs' service under an agreement to serve them either as a clerk on shore or in some other capacity on board at the time he signed that release he was not a seaman. It is true was he living on board at the time, but the

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did not make him a seaman, as servants of the company either lived on board the steamers while in harbour or on shore. Defendant could only be considered a seaman and treated as such after signing articles, but the moment he signed the release he ceased to be a seaman, especially as is the case of a vessel which was put into dock a person on board of her remained simply in the capacity of a servant, and it was precisely so in the present case. The defendant did not stand in the same position as a person employed to serve on boardship only. After signing the release he might have been put to some work ashore. He submitted that the whole scope of the Act as to the definition of the term "seaman" meant that he was a person under the articles of a ship to proceed on a voyage in her; there was no reference to a ship when in dock. When so, she is no more a ship than when she was half built. The definition of "seaman" as be said before, applied strictly to a person who signed articles to proceed on a voyage to a certain place. He wondered whether a person engaged in a dock repairing a vessel would be considered a seaman. If defendant had signed the articles as a steward and the steamer was about proceeding to sea, in that case he would be liable, but under the circumstances stated by him, he did not, he considers would be a seaman. There was one point which it would be necessary for the defendant to prove, and that was that he joined the navy immediately after he left the P. & O. Co.'s service.

The defendant was then examined and he stated that he left the *Nubia* on the 17th of December and joined the *Vulcan* on the very same day.

*To Mr. Graham.*—Up to the time he left, he worked on board the *Nubia* as a steward.

*To the Court.*—Was a servant on board the *Nubia* and doing the work of a steward.

*The Judge* said that the difficulty he felt was, independent of the question as to whether defendant was a seaman or not, whether the section quoted by Mr. Graham could be applied in this case. He thought that the words of the Act that the desertion should not render the seaman liable to any punishment or forfeiture whatever did not mean that he should not be made liable to a contract of this kind. This was a breach of contract. He rather thought that it referred to the punishment the Magistrate would inflict upon him for such desertion and the word "forfeiture" meant any wages that might be due to him up to the time of his desertion.

*Mr. Graham* said that the meaning of the words was significant as to the seaman's non-liability either to a criminal or civil penalty. The meaning was so very general, that he thought there could be no difficulty whatever about it. It referred to every liability of the seaman connected with his desertion. The Court would observe that the section clearly stated that he should not render himself liable to any punishment or forfeiture whatever, and all stipulations introduced into any agreement whereby any seaman is declared to incur any forfeiture or be exposed to any." He submitted that nothing could be clearer than the words of the section as to a seaman's liabilities. The word "whatever" must be taken to mean that it included forfeitures of all kinds and as this was a penalty he certainly could not be made liable. Then again, he was not exposed to any loss, which made his case stronger.

The point was argued at some length between the Court and Mr. Graham ultimately the Judge took time till to-morrow, as the *Vulcan* was to leave this on the 15th, to give his decision.

*Judgment deferred.—Englishman, Jan.* 14.

## CHINA.

### THE MESSAGERIES IMPERIALES.

(*From the Overland China Mail, Jan.* 1.)

There was a Ball given on Monday evening last on board of the steamer *Imperatrice*, belonging to the Compagnie des Messageries Imperiales. About two hundred guests shared in the festivities on the occasion, and of these a fair proportion were ladies. Dancing began early in the evening, and was kept up with much spirit till nearly midnight. A sumptuous supper was served at eight o'clock.

The *Imperatrice* is described, by those who were present, in the most glowing terms. Her enormous size; her splendid accommodation for first, second, and third class passengers; the style of comfort which prevails everywhere in the vessel; the politeness of those on board; were all fully enlarged upon by each of two hundred guests on Monday night.

The Band of the 22nd Regiment of Native Infantry was on board, and played well as usual.

On reaching the ship's side, the first thing that attracted the visitor's notice was a large landing platform, at one end of which was the companion ladder. By this simple plan many boats could set down guests at the same time without that disagreeable crowding and annoyance usual under other circumstances. The *Imperatrice* being illuminated in the masts and yards, was easily found by those in search of her, and a polite welcome awaited all who came on board. One of the ship's stewards shewed the guests down stairs, took their hats and cloaks, handed them a ticket with a number on it and shewed them upstairs again to where the dancing was going on. There was a finish about the manner in which everything was done which did not escape the notice of the observant. The dancing was on deck under a snug canvas awning. A style of decoration beyond what is generally seen in such cases was everywhere visible; but there was no elaboration or striking effects; the decoration, all over, was evenly distributed, and the result was exceedingly pleasing.

As the peculiar circumstances of society in Hongkong bring it about that the proportion of ladies in assemblies like that of Monday night is seldom larger than one to three, it happens that a number of gentlemen are unable to join in the dancing.

The conversation among the unemployed section of the guests on the present occasion naturally turned upon the new company and their style of doing business. It was confessed that the P. & O. Co. had never been over-obliging, and that no man need have any scruples in supporting the French line. Although, by a private arrangement, the fares of both companies were the same, still, no one could glance at the accommodation on board of the *Imperatrice* without feeling that here at least he got better value for his money. A drawback no doubt existed in the stoppage at Saigon; and it would be some little time until the Captain established themselves in public confidence as safe navigators, but it was expected that, by-and-by, a large proportion of the passenger traffic would be absorbed by this line; and that, if it were continued to Shanghae, the other company might take off their boats. The idea that the French Emperor had promoted this new line solely for political objects was not much mooted on board.

About half-past ten, some animated speech-making was commenced in the refreshment saloon, where guests were lingering over their "deoch-an-doruis." The health of the *Imperatrice* was proposed by one gentleman, in a humorous speech, and drank with all the honours. Success to the Messageries Imperiales was likewise proposed. One speaker saw in its establishment an end to monopoly; he was sure those present had no objections to assist in digging the grave, lighting the funeral pyre, and otherwise furthering the obsequies of monopoly. The toast was drunk with tremendous cheering. The Captain of the *Imperatrice*, who is a Frenchman of good masculine appearance, replied to the toast. He said that the company he belonged to would be very glad if they could equal the P. & O. in the perfectness of all their arrangements. This they should continually endeavour to do. One of the speakers enlarged on the superior advantages offered by the new line, in the silk-carrying trade. Another condemned the P. & O. for withdrawing the contract passages of Army and Navy officers; he was loudly cheered. Captain Brine corrected this speaker, and said that it was H. M. Government that had withdrawn the contract for the passages of officers, and that the P. & O. Company had lost £15,000 a year by it.

The assembly altogether was a highly successful one, and the utmost harmony and cheerfulness prevailed from first to last. The new Company have done well in thus inviting the community on board, the familiarising them with the ship's officers and with the vessel itself. These are now no longer strange to residents in Hongkong, and we trust that the courtesy shewn by "the Messageries" will be returned to its Officers as opportunities occur.

## BOMBAY POST OFFICE.

(*From the Delhi Gazette, Jan.* 17.)

The Mail steamer with mails of the 10th and 18th, reached Bombay on the 11th, the Bombay dawk of the 12th reached Agra yesterday afternoon, without a single Overland letter or paper for any one in the station, or for the *Delhi Gazette* press. This much we will say for the Post office that bad as it is, so great a blunder as leaving behind or missending a whole Overland packet has not occurred, certainly for the last four years and we trust such a lesson will now be given to the delinquent who has been guilty of this intolerable neglect, that it will never occur again.

The Bombay papers had time to pubish all the news they or we usually give on the first arrival of the mail, in their ordinary issue of the 12th, and this makes the case worse as regards the Post office, for having committed the blunder there was time to rectify, had they not been so hardened in iniquity as not to care about it.

Fortunately for our readers we have received the news of the 10th and 18th, the former by the Calcutta papers and both by the Bombay papers yesterday, otherwise the consequence of this inexcusable neglect on the part of the Bombay Post office would have been that some thirty thousand English readers of the *Delhi Gazette*, all over Upper and Northern India would have been kept out of their English news for three days, as our next issue is not published till Tuesday.

In the good old days of the Mogul Empire under the stern but paternal rule of an Akbar or an Aurungzebe, when justice was meted out to malefactors and people got their dues, and the public were protected, the miserable delinquent would have had a stone tied round his neck, and been dropped in the Bombay harbour. We can hardly look for so salutary an example now, but trust that Dr. Paton will (metaphorically) hang somebody for the offence.

## SIR CHARLES TREVELYAN.

(*From the Calcutta Englishman, Jan.* 14.)

The arrival of Sir Charles Trevelyan in Calcutta will prove, if we mistake not, an epoch in the history of the Indian Council, in which he took his seat yesterday afternoon under the usual salute from the guns of Fort William; and it now depends entirely upon the new Chancellor whether the event will be for good or for evil. He left England flushed with the consciousness that the one blot upon the high reputation of *Indophilus* had been removed. He has just received an ovation at Madras which testifies to his great popularity in the southern Presidency, and has, no doubt, gladdened his heart after thirty months of inactivity and gloom. But the pleasant time is over for the nonce. At Calcutta his reputation does not stand so high, and grave forebodings are rife in official circles. His brother members of Council, the very men with whom he will come in constant and familiar contact, are mostly on the *qui vive*. But upon two points he is strong—the mercantile community will soon, if not at once, be inclined to give him their support, and at the same time—singular anomaly—he is known to have the confidence of Sir Charles Wood.

Those who look on see more of the game than the players, and the judgement is all the clearer when the feelings are not enlisted on either side. Thus, the press is enabled to note the state of parties, to offer advice and warnings, and to state unpalatable truths, which no private individual could venture upon. We do not, indeed, know exactly what passed between our new Chancellor and the Secretary of State before the embarcation of the former, but we can give a pretty shrewd guess as to the subjects which require an early expression of opinion from Sir Charles Trevelyan in Calcutta, and what subjects had better for the present be kept in the background. Thus, we shall be very glad, indeed, to hear what he has to say about waste lands, and especially about the recent transaction at Darjeeling. We should also like him to favour us clearly, and upon paper, with his views respecting a new Contract Law. We also trust that he will abolish the income-tax at his earliest possible convenience, and re-organise the Uncovenanted Service upon a fair and rational footing. We have no doubt, also that he could give some sound, practical advice to the Municipal Commissioners. We should likewise be pleased to hear that he had talked to Mr. Beadon about establishing a people's park and instituting swiming baths. But for the present we would rather that any discussion about a good currency or a universal Roman alphabet should be kept in abeyance, as well as some other topics, such as a Maltese market upon which our Malta correspondent has already excited our fears. At the same time we are prepared to admit that when certain measures have been carried out which can be known and appreciated by everybody, then sufficent confidence will have been secured to permit of the enunciation of views which can at first be apprehended only by the very few.

Sir Charles Trevelyan is not a reformer in the revolutionary or radical sense of the word; but at the same time he has the reputation everywhere of being a man who has got on by what is vulgarly called "rows." The resources of his intellect have hitherto been best developed during some "shindy", or else the development has tended to create a shindy. The Indian mutiny drew forth the results of that large experience, condensed by long thought into clear and concise sentences which at once established the fame of *Indophilus*; and that, combined with some other "rows" in the Treasury, led to his being transferred to the Governorship of Madras. There again his warmth of feeling upon the subject of the income-tax created the little breeze which brought Lord Canning down from Simla and out off a career of usefulness in the bud. But we are satisfied that these tumults are by no means necessary to his success, but that he effects the most good when the times are quiet; and no one in the world seems more to need the divine warning—"in peace and quietness shall be your strength." The most successful measure which has been hitherto carried out by Sir Charles Trevelyan, and one of the greatest measures which has been carried out in the Madras Presidency since the days of Munro, is the settlement of free tenures known as Inams. The difficulties attending this question had been harassing the government and the directors, and promoting fraud and forgery amongst the people for at least half a century, but they were all removed by Sir Charles Trevelyan in less time than it took Sir William Denison to write his onslaught on the Essayists and Reviewers, and created scarcely more disturbance than was excited by the appearance of that still-born publication. We therefore trust that our new Chancellor will not by any unnecessary novelty create any unnecessary opposition; and that he will bear in mind that, like Moses, he has to deal with a stiff-necked community.

On the whole, we are inclined to give our new Chancellor a hearty welcome as one who combines Indian with English experience, and whose past financial reputation gives us some confidence in his future. But whilst two and two make four in the days of Lord Elgin just as they did in the days of Lord William Bentinck, he will find that in some other respects the world has made a considerable advance since those halcyon days, and never so rapidly as within the last ten years. Moreover, Calcutta is not like unto Madras. However, we do not desire to croak like the chorus that welcomed back Agamemnon: we hail the return of Sir Charles Trevelyan to India, like that of the return of the prodigal son, and trust that before the sittings of the Legislative Council have closed the Income-Tax will have been offered up as a sacrifice to those avenging Furies who previously demanded his recall.

## PRESIDENT LINCOLN'S SLAVE PROPOSITION.

(*From the Daily News, Dec.* 17.)

The principal topic on which President Lincoln addresses Congress in the midst of a great war is Negro Emancipation. And yet we are told this war has nothing to do with Slavery.

There is a short and easy way of wholly missing the meaning of the plan which Mr. Lincoln recommends to Congress. It is the way which was followed by those who found their account in misrepresenting the Proclamation of Emancipation. It consists in taking separately parts of a policy which are the complement each of the other. The Proclamation offered liberty only to the slaves of rebels, *ergo*, Mr. Lincoln was the protector of slavery in the loyal States. To affirm this it was only necessary to shut the eyes to the fact that the President had proposed another and milder plan, a project of pecuniary compensation for the redemption of the slaves in those States which, since they were loyal, he could not include in a war measure. It was thus that some among us tried to persuade themselves and others that the man who in the short space of eighteen months had abolished slavery in the District of Columbia, excluded it from the "Territories," made a treaty with England for the suppression of the slave trade, and offered to co-operate with the State governments for the abolition of servitude everywhere, was a prop and pillar of slavery.

In making his present proposition to Congress, Mr. Lincoln, far from revoking any part of his former policy, and nullifying the Proclamation of September last, simply fulfils a pledge which he gave then, that in the next session of Congress he would recommend a measure offering compensation to the loyal owners of slaves. We may look solely at the President's war measure of emancipation, and call him, as some have done, an exterminator and an abettor of assassination; or we may look solely at his projects of peaceful liberation, and ask sceptically whether it is likely that this great war will be terminated by a small bribe. Or, again, we may, in the extravagance of candour, look at the President's policy as a whole, and regard him as he stands, extending with one hand the sword and with the other the olive branch. Whichever we do the fact remains the same, that from his accession to office Mr. Lincoln has pursued a course of action which is not the less consistent and coherent because it is progressive. His amicable and belligerent methods of emancipation are designed mutually to aid one another. In his first communication to Congress on this subject, one of the chief arguments by which he recommended his plan of emancipation to the Southern States was the certainty, foreseen by all the world, that, in default of the adoption of such a scheme, the progress of the war would bring about the uncompensated liberation of slaves. Hundreds of planters in Virginia, South Carolina, Georgia, Florida, and Louisiana, have since learned the significance of that warning.

The step which, in pursuance of his promise, he now invites Congress to take, is to authorise the Government to propose the following resolutions to the various State Legislatures:

"First.—Every State wherein slavery now exists which shall abolish slavery at any time before January, of the year 1900 shall receive the following compensation from the United States. Presidents of the United States shall deliver to every such State United State Bonds, bearing a certain interest, for each slave known to have been therein by the eighth United States census; these bonds to be delivered to such State by instalments, or in one parcel at completion of abolishment, according as abolishment shall have been gradual or at one time. Any State introducing or tolerating slavery after having received these bonds shall refund the bonds and interest to the United States.

"Second.—All slaves who have acquired freedom by the chances of war at any time before the end of the rebellion shall be for ever free. Loyal owners will, however, receive compensation. Congress may appropriate money and provide for colonising free negroes, with their consent, at places outside the United States."

It is proposed that the articles of these resolutions shall be so enacted as to become formal amendments of the Constitution. A vote of two-thirds of each house of the Federal Congress and of three-fourths of the State Legislature is, therefore, to be made requisite for their adoption. By its nature the proposed measure is an offer to loyal States, and to others which it is hoped may be induced by its provisions to declare themselves so. It is a promise that if any Slave State will return to the Union, the slave-owners resident there shall not lose the value of their slaves upon their emancipation. The Slave States are now in a much better condition to appreciate such an offer than they were a year ago. It is one by which they might rapidly be regenerated, and acquire the respect of the world. It is one which should have great merits in the eyes of Europeans, who believe in the superior advantages of gradual emancipation. It is one which Mr. Lincoln is entitled to describe as just and generous; it engages him more deeply in Anti-slavery policy; and it will do him personal credit as a man desirous of attaining the ends of the war by humane and peaceful means rather than by bloodshed. But for all this, we do not think it is a measure very likely by itself to achieve its end, or to hasten the termination of the war. We do not believe that slavery will succumb to such blandishments as these.

Mr. Lincoln, like most Americans, is unwilling to perceive the greatness of the social and political revolution which is taking place in his country. He sees plainly that "the Constitution as it is," disfigured and debased as it has been by expositions and judicial decisions delivered in the interest of Slavery, cannot guard and stimulate the freedom of a great nation. He says explicitly that the maxims of the past will not suffice; that the difficulties and dangers of the Republic are great, and that the citizens must disenthral themselves if they would save the country. He sees that American slavery is as inimical to the white man's liberty as it is to the black man's progress, and that "in giving freedom to the slave you assure it to the free." And no doubt he does right to propose his plan, and familiarise the public mind with it, however little chance there may be of its immediate acceptance by the South. But impartial observers at a distance can plainly see that the grand scheme of domination upon which the Confederate States have embarked is not to be bought up by an issue of Treasury Bonds. When the Confederates have been convinced by sterner arguments than are contained in this Message that their cause is desperate, an offer of compensation for the remaining number of their slaves may facilitate their advance to an issue which is inevitable. The need of a measure like this will then strike every mind, and it will be adopted under the forcible persuasion of circumstances. But that time has not yet come. It is with satisfaction, therefore, that we observe that the new proposal is not to stand in the way of the Proclamation of September recognising the liberty of the slaves in the Confederate States on and after the first of next month. The President expressly says, "Neither the "war, nor proceedings under the Proclamation of Sept "22, 1862, are stayed because of the recommendation "of this plan." This is wise and right; the whole force and virtue of freedom must be arrayed against the slave power. To the 200,000 negroes who have already gained their freedom through the war, hundreds of thousands, and perhaps millions, will soon be added. The freemen of the North have it in their power, if they are worthy of their cause, to destroy root and branch the monstrous growth which has cursed their country. With the failure of the political and military fabric raised on the foundation of slavery that institution itself would be less prized: and with the loss of slaves the system of government constructed to save and propagate slavery would be discredited, and cease to be considered worth the sacrifices demanded for its preservation. At present we can see no prospect of an extensive liberation of slaves but by war, and no safe peace, but through complete emancipation. After the blood that has been spilt, no mere paper settlement of the question is possible or desirable. Nothing short of the actual undoing of slavery and the inauguration of the versal freedom can either compensate the sacrifices or destroy the causes of this war.

## THE QUESTION OF THE ALABAMA.

(*From the Daily News, Dec.* 18.)

At a time when the Americans are collecting subscriptions for the English workpeople who are suffering from the civil war between the North and the South, it was scarcely to be expected that the leading journals of this country should seek to aggravate the spirit of national hostility, instead of endeavouring to allay its intensity. Whether the authorities in this country did or did not do right in refusing to act upon the Foreign Enlistment Act by seizing the Alabama before she left the port of Liverpool, the question involved is especially one for serious discussion. It may be that an English jury, under a laudable jealousy of Government interference, would have condemned the officers of the Government if they had laid hands upon this piratical vessel, and compelled them to pay large damages. There have undoubtedly been cases in which notwithstanding the strongest proof that vessels were violating the Act in question, juries have acquitted those engaged in unjustifiable expeditions. Moreover, it may even have been the case that although the Alabama may have been obviously built as a man-of-war, sufficient proof may have been wanting to satisfy the Law Officers of the English Crown that she was built for the Confederate Government, or that she was intended to prey upon the commerce of the North. In the absence of the proofs submitted to the Law Officers, it is utterly impossible to say whether the application made by the American Ambassador ought to have been acceded to or refused. Upon grounds such as these the British Government may justify themselves: but these are not the grounds upon which the conduct of the British Government has been defended. In discussing this question it seems to be assumed that even although it were proved that the Alabama was built for the Confederate Government, there is no law prohibiting any such proceeding. Unfortunately, however, this conclusion has been arrived at by something very like a wilful misrepresentation of the law and the facts. Indeed, it is scarcely too much to say that the writer in the *Times*, who has undertaken to defend the conduct of the British Government, has had the boldness to support his argument by a grossly garbled quotation from the Commentaries of the American Chancellor Kent, one of the most eminent jurists of his time.

It is abundantly clear that if the Americans during any war in which this country was a belligerent party, had conducted themselves as we have done, the irritation of the nation would have known no bounds. We hear much of the Russians having had a man-of-war built in an American harbour during the Crimean war, of the remonstrances on our part to which it gave rise, and of the indifference with which these remonstrances were met by the Government at Washington. But if this vessel had been allowed to issue from the port of Boston, New York, or Charleston "fitted out" for sea—if she had afterwards proceeded to the middle of the Atlantic, had there taken on board her guns and her ammunition, and had then devoted her energies to burning and destroying any Cunard steamer, emigrant ship, or other mercantile vessel with which she happened to fall in—what would have been the feeling of this country with respect to the conduct of the American Government? Even at the present time the most vigorous remonstrances have been addressed by certain merchants of Liverpool to the Foreign-office because Captain Semmes has burnt and sunk some Northern ships in which there was English property. But if every English ship which left these shores during the Crimean war for the other side of the Atlantic had been in danger of being burnt and sunk by a Russian ship built and "fitted out" in an American harbour, the denunciations of the merchants and of the leading organs of the press would have been ever more intemperate perhaps than those which have issued from the Americans. Fortunately during the Crimean war the national temper was not so tried. The commerce of the world went on as before. No single ship of war left an American port which committed ravages upon our commerce. Nor was this all. No single prize, which was taken by the Russians, by ourselves, or by the French, was touched until it was brought into a prize court and properly condemned. The laws of war were maintained in their utmost strictness. Captains of ships did not take upon themselves to determine in mid-ocean whether the vessels which they took were the property of belligerents. They followed the ordinary course; they brought them into harbour, and the rights of the various parties were determined by a court of competent jurisdiction. But in the present war these principles are all cast to the winds. The Southern captain determines on the instant to whom the vessel belongs and to whom the various portions of the cargo belong. The neutrals—if any neutral property is found on board—are told that they have their remedy. Every wrong, we are reminded, has its remedy. And the only course is to apply to the Prize Court of the Confederate States. This is true enough; but it is just as if a man who is knocked down and half killed by a garotter were told that he has his remedy. He may apply to the police; he may bring his action of battery; he may get the ruffian punished; he may get damages for the injury. No doubt a wrong has its remedy. But even the existence of this remedy is no justification of the brutal conduct of the garotter. Nor, in like manner, is it any justification of the Captain of the Alabama, that although he violates the ordinary rules of International Law, there is still a legal remedy in the Confederate Prize Court.

The law which applies to the case of the Albama is sufficiently clear. It is well established that any neutral may supply any belligerent with arms and amunition; because there is no statue to prohibit this. When these things are put on board a neutral ship which is destined for the territories of either belligerent they are contraband of war, and may be seized as such. But except as contraband they are not liable to seizure. This is the proposition laid down by President Pierce in his message, and it cannot be disputed. But if any neutral State suffers its harbours to be used for the purpose of building or fitting out armed vessels to cruise against either belligerent, this is a violation of neutrality, and ought to be repressed. The *Times* ventures to affirm that no neutral government ever acts upon the requisition of the government of the belligerent. But this is a mistake. According to Mr. Canning, the American Government, in the time of Washington and Jefferson, listened to the complaints of the British Government against the French, who were equipping ships in New York to cruise against English commerce—seized the vessels and confiscated them. The American Government in so doing acted in obedience to their municipal laws. Although, as has been said there is no act of Congress or of Parliament prohibiting the exportation of arms and ammunition, there are acts of Congress and of Parliament to prevent the "fitting out or equipping" of ships intended to cruise against any one of several nations which happen to be a war. Thus the Foreign Enlistment Act declares that if any person within the United Kingdom shall "equip, furnish, or fit out, or shall be concerned in equipping, furnishing, or fitting out a vessel with intent to cruise against the enemy, he shall be guilty of a misdemeanour and the vessel shall be liable to be seized." So the American Congress has declared it to be a misdemeanour not only "*to fit out and arm*" any vessel with intent that such vessel be employed in the service of any foreign Power at war with another Power with whom the United States are at peace, but also "*to be concerned in fitting any vessel*" to commit hostilities against the nations at peace with the United States. The *Times*, indeed, has found it convenient to misquote the passage from Kent's Commentaries. It asks whether the Alabama was "*fitted out and armed*" within the territory and jurisdiction of Great Britain? Certainly not. But much less than this constitutes a violation of international and of municipal law. And if the English Law officers of the Crown rely upon any such point they are grievously mistaken. If any person has been concerned in fitting out a ship intended to cruise against the North, he has violated the law of this country. According to the terms of the statute law both of England and of America, this is all that is required to constitute the offence. To make ready a vessel for sea is to fit out a vessel. To do this with the intent that she shall cruise against the enemy is to violate the law. To arm her is not necessary. It may be that the Law Officers were of opinion that no sufficient evidence was produced to show that the Alabama was intended to cruise against the Northern ships: upon that point it is impossible to pronounce any opinion without having the facts before us. But if this intention were proved, it is difficult to understand the ground upon which they advised the Commissioners of Customs not to seize the Alabama a the port of Liverpool.

## METROPOLITAN SUBTERRANEAN RAILWAY.

(*From the Times, Dec.* 9.)

The Spring, when this line was to have been finished, and the summer, too, have come and gone, but the City is still in point of time just as far distant from the West as ever it was. All the little delays and all the great annoyances of overcrowded traffic which it was to mitigate, if not to do away with, are still as rampant and glaring as ever, and the public and the shareholders also seem to be getting impatient in their desire to know the reason of the long delay. The varying rumours and constant speculations to which the postponement of the opening has given rise have been numerous enough, one would have thought, to enable some to come near the truth as to the real causes of the delay. The latter, however, have been so very simple that no one has guessed them. The breaking in of Fleet Ditch, though it in no way affected the line itself, caused serious loss of time in completing the main city terminus at Farringdon-street. From the time when that obstacle was removed, now more than a month past, the line could have been worked easily at its *minimum* rate of traffic, which is to be no less than 90 trains a day each way. The only reason against such working in October last was the wise determination of the directors—in which they have been heartily supported by their able engineer, Mr. Fowler—not to run a single passenger train until every minute detail in relation to their stations and signals was finished, and arranged in the most perfect working order. The directors seem to be well aware that in a line on such a novel plan, and having so many peculiar features in its construction, it would be dangerous to open it to the public while still imperfect, or till they had so organized all their various departments as to give confidence by the customary appearances which on these works denote a well-matured and deliberate system. Thus, even in such trifling matters as painting stations or papering and furnishing waiting-rooms, nothing has been left incomplete, and from Farringdon-street to Paddington the whole line is now absolutely perfected and ready in every branch, even down to the liveries of the guards and porters. The usual ten days' notice was given last Friday to the Board of Trade to inspect the mechanism of the signals, and when these have been examined the line will open, and, as we have said, with as much completeness of detail as if it had been 12 months in working order.

The importance of this new route, both for the relief it must afford our overcrowded streets and in diminishing in point of time the space between the various districts of this unwieldy city, makes it one of the most remarkable of all our many railway triumphs. It is, for a London line, the cheapest that has ever been constructed, though the engineering difficulties its presented at every hundred yards were the most formidable of their kind that have ever been encountered. Sewers and gas and water mains had to be respected, drains for the tunnel itself to be made, heavy buildings in near proximity to the excavations to be kept secure and even the thoroughfares under which the shaft was driven, like an entrance to a mine, left undisturbed, with all the heavy traffic rolling incessantly overhead. How great were the difficulties these almost irreconciliable conditions imposed—and above all when it became necessary to make underground junctions, as at King's-cross, where a labyrinth of complicated brickwork for the tunnel had, in fact, to be invented for the purpose,—only engineers can understand.

The present powers of the company only allow them to carry their line from Paddington to Finsbury-circus, a distance of about five miles, of which the first great length, from Paddington to Farrington-street, is complete, with working junctions to the Great Western and Great Northern railways. The tunnel commences at the Paddington terminus, and continues in an almost direct line towards the New-road, passing beneath the Edgware road at right angles, and intersecting in the same manner Lisson-grove-road and Upper Baker-street, skirting along, beneath, and just outside the southern extremity of Regent's Park. Thence it passes under the houses at the eastern extremity of Parkcrescent, beneath Tottenham-court-road, into the New-road, and, passing close by Euston-square, turns at King's-cross to effect a junction with the up and down lines of the Great Northern Railway. From King's-cross a great part of the line is an open cutting except for a length of about 600 yards beneath Bagnigge-wells-road and Coppice-row, where again a short tunnel intervenes. From this to the Farringdon-street station it is nearly all a fair open cutting, and up to this point the line is perfectly ready. From Farringdon-street station, on the waste ground beyond Holborn which is still dignified with the name of a street, the line is soon to have two branches, one intersecting Holborn-hill, or rather Skinner-street, and continuing its course due south under the site of the old Fleet Prison, to effect a junction with the Chatham and Dover line, which is to cross the Thames at Blackfriars; the other and more important branch—in fact, the main line—is to be continued under the ground north of Smithfield and south of Charterhouse-square, and will pass beneath Barbican into Finsbury-circus. At this terminus it is intended, for the present at least, to stop; though, as the advantages which this mode of communication will afford become more generally known and appreciated, the shareholders, we believe, will find their account in extending their branches to the chief suburban districts of the metropolis.

From West to East the average slope downward of the whole line is one in 100 feet till it enters the City, when it rises slightly again, but there is no steeper gradient than this throughout. The rails vary from a depth of 26 feet to 54 feet below the surface of the ground; the sharpest curve is one of 200 yards' radius, and there is not more than 1,200 yards of perfectly straight line, throughout. Such a line, passing through all the kinds of subsoil to be found in London, required certain adaptations in the form of the tunnel according to the nature of the difficulties it had to surmount. Thus, in good and easy ground its general form is elliptical, the span of the arch of the tunnel being 28½ feet, and its height 17 feet. The lengths of this description are built with no less than six rings of brickwork, though the Board of Trade do not require more than five rings in railway arches of seven feet greater span. In other portions where the line goes deeper, and there is great pressure to resist, the form of the arch is altered to give it greater strength, and the crown is taken to a height of 19 feet. At no part are the foundations taken less than five feet into the solid ground beneath the rails, and wherever extra strength has been necessary the whole has been driven like a shaft, and is a solid ring of the most massive brickwork above and below. From end to end the whole work is set in a square bed of solid concrete, covered in on the top with asphalte to keep all watertight. Never, probably, has any tunnel been planned so greatly in excess of the strain it is required to bear. The easier portions were constructed in 12 feet length, at the rate of 72 feet a week—quicker than any work of the kind has ever been accomplished; but when passing near churches or other heavy buildings a regular shaft had, as we have said, to be driven by skilled miners in four-feet lengths, and from the great care requisite at these parts the works advanced but slowly.

Along the whole line all the stations are open to the air, except two—that at Gower-street and that at Baker-street, which are underground. One of these, however, by a series of most ingeniously contrived openings in the sides of the tunnel, communicating with the forecourts or front gardens of the houses above, is almost as well lighted by daylight as those open to the air. The Portland-road station is lighted by domes above the tunnel itself. The Kings-cross station is as large, as lofty, and as well lighted as any of the best metropolitan termini; so also is that at Farringdon-street. The Paddington station is, as a piece of construction, marvellous for the skill with which a small but most convenient terminus is made out of an odd corner of the Great Western Company's ground near the Bishop's-road bridge.

At present it is arranged to commence running with no less than 90 trains a day each way, from 6 a.m. to 10 30 or 11 p.m., the trains starting at 10 minute intervals during the busy hours. These facilities will soon be further increased to trains at five-minute intervals, with express trains going through without stopping from terminus to terminus, and the hours of traffic will probably be extended to midnight. The fares even by first-class will be lower than the present omnibus rates, and twice in the morning and evening each way working men's trains will run, taking passengers the whole distance for 1d. per head.

As soon as possible after the opening it is intended to proceed with the construction of the mainline to Finsbury. The cost of the whole undertaking is estimated at less than 1,300,000*l*. Had it been taken on a viaduct it would have cost nearly four times this amount, and absolutely spoilt some of the finest streets in the metropolis. Whether or not it will be remunerative as a speculation has yet to be seen; but, paying or not paying, it must be a great convenience to the public.


## Business Announcements.

STRANGERS going to GAYNOR'S HOTEL should order the Buggy-wallah to drive to the Police Office, Fort, which is close to.

Charge, Rs. 65 per month. including plunge and shower Baths, as also morning papers.

HUNTLEY LODGE.—BOMBAY YOUNG LADIES' INSTITUTION.—Mrs. Fraser's INSTITUTION, hitherto located in the Fort, was opened at Huntley Lodge, Byculla, on the 25th March 1861. Mrs. Fraser's method and course of study are designed to *develop* and *discipline*, rather than to fill the mind; to illustrate the art, and to exhibit the sources of self-education; and to afford the opportunity of combining, reviewing or resuming special branches in rudimental or accomplished scholarship. The great business of the instructors in the Institution is to let nothing pass through the mind of the child or young lady without her reflecting upon it, or without drawing out her mind by questions or preparatory remarks, to *think* and *reason* on the facts she is treasuring up. The neglect of the minds of young ladies in this particular, through their whole progress, is indeed melancholy and astonishing. Programmes containing a rationale of the course of study, the names of referees, terms, &c. &c., may be had on application at the Institution, or to R. T. Crossley, Esquire, Agent for Messrs. Smith, Elder & Co., Bombay.

FISHING TACKLE.—Messrs. TREACHER & Co. have to hand an extensive supply of the best made Trolling Rods, Lines, Gut, Hooks, Artificial Flies, Nets, and every other Angler's requisite,

The Medical Hall, Byculla, and the Fort, Bombay 21st June 1862.

### NEW ARRIVALS.

MESSRS. JEWANJEE EDULJEE'S SONS have the pleasure to announce new arrivals per *Cospatrick* and *Brandon*, direct from London. Besides other Stores, all choice and fresh, too numerous to mention in an Advertisement. Champagne, of the first quality in Quarts and Pints, from L. M. Canneaux & Son, of Reims and London.

Hock and Moselle, very superior, also in Quarts and Pints, from ditto, and Burgeff and Sons.

Hams, of various sizes, in tin and canvas.

Cheeses, in tin and bladder. Orders for any quantity will be attended to.

Bacon, in tin, of much excellence, &c.

Messrs. J. E.'s Sons have always on hand Messrs. Chillingworth's Pale and Golden Sherries and Port; also Messrs. Graham's Port Wine, which they can highly recommend. Any orders will be thankfully received, and they beg to assure their friends and the public, that they will receive prompt and careful attention.

No. 1, Medow Street, Fort.

## Business Announcements.

BY THE OVERLAND MAIL.—GREAT NOVELTY.—Received from Messrs. Crosse and Blackwell, a few MUTTON HAMS.

Church Gate. McCOMBIE & WRIGHT.

### WATCHES AND OPERA GLASSES.

RECEIVED a few Select GOLD and SILVER WATCHES, from the best makers in London, Jones, March, &c.

Also, SINGLE OPERA GLASSES, well adapted for seeing Objects at a distance, such as Shots at the forthcoming Rifle shooting. Price Rs. 12.

ROSSELET & Co.

ROSSELET & Co., Watchmakers and Jewellers, have always on hand an assortment of fine Jewellery, Clocks, Watches, Eye and Opera Glasses, Musical Boxes, &c.

All orders for repairing articles carefully and promptly attended to.

Rosselet & Co., would be grateful for a continuance of the extensive patronage and public favor they have hitherto received, and will do all in their power to merit it.

ROSSELET & Co., WATCHMAKERS, 3, Medow Street.—A new and fresh supply of handsome Jewellery and Watches, received per last Mail.

Also, nice Ladies' Companions, in Russia leather.

Gentlemen's Travelling and Dressing Cases, of the latest pattern.

Opera Glasses, of every kind and description.

Beautiful Mechanical Toys.

Cigar Cases.

A nice assortment of French Novels and Stationery, always on hand.

A FEW CHUBBS' PATENT WROUGHT IRON STRONG HOLDFAST FIRE RESISTING SAFES, of sizes, some of them of the largest sizes ever imported, suited for Banks and other public Companies. To be seen opposite Messrs. Graham & Co.'s Office Premises. Apply to Hormusjee Bomanjee at Messrs. B. & A. Hormusjee.

PIANOFORTE WAREHOUSE.—The undersigned have the pleasure to announce the safe arrival, in excellent condition, of several consignments of PIANOFORTES per ships *Talbot* and *Gloriana*. These instruments are universally admired both for their great superiority of tone and handsome exterior. They are manufactured by *Schroder*, of Hamburg, (strongly secured for India) with the extreme compass of 7 Octaves, have all the most recent improvements and are confidently recommended to the notice of the Public.

McCOMBIE & WRIGHT, Wholesale General Dealers.

*No. 1, Church Gate Street.*

MRS. HERN, Milliner and Dress-maker, No. 3, Medow Street, Fort.

DORABJEE HORMUSJEE, Milliner, No. 20, Medow Street, Fort.—Always on hand a choice selection of Millinery, &c. Just received, a fresh consignment of Fancy Millinery, ex *Windsor Castle* and *Her Majesty*.

MRS. HERN, MILLINER AND DRESS MAKER, 3, Medow Street, Fort. Begs to intimate that she has just received several cases of

NEW GOODS,

consisting of Trimmed and Untrimmed Crinoline and Straw Bonnets and Hats for Ladies and Children, made up Bonnets, Infant's Hoods and Hats, Feather Tufts.

A nice assortment of Flowers, Ribbons, Bonnet Caps, Black and White Tulle Falls, Velvet Head-dresses, Coronets ornamented with Steel.

A choice selection of Wreath and Bouquets.

Plain and Fancy Silks, Bright, Black and White ditto, Plain and Fancy Mohairs, Etoile Gauze and Fancy Grenadines, suitable for Dinner and evening wear, Organdi Muslins Printed Cambrics, Warm Dresses for ladies going "home" in fine Linsey Woolsey, Broché, Broché Crossover and Broché Genippes

London made up Skirts, also Morning Wrappers and Jackets, Zouave Jackets, and Bodies in Muslin and Silk Andalusian Vests.

Corsets and Expansion Shirts.

Maltese Sets Sleeves and Collars, Maltese ditto Cuffs and Collars, Muslin ditto Sleeves and Collars, Linen Cuffs and Collars;

White and all the new Colors in Tarlatans, White fine Swiss and Spotted Book Muslins, Black and White Plain and Figured Brussels Netts, Black Lace Tunics, Gold Spotted Blond for Ball Dresses, Tulle Berthes, Parisian Fans.

BRIDAL WREATHS, &c.

Bouquets, Flowers and Favors, Veils in Limerick Honiton and Tulle.

BRIDAL BONNETS.

White Lace Flouncing, Embroidered and Lace Trimmed Handkerchiefs, Plain ditto, White and Colored Llama Shawls, White and Black Grenadine square Shawls, Fancy Checked and Striped Llama Shawls; Grenadine Cloaks and material for making up ditto, Black Glace Mantles, Spanish, Lace Shawls and Mantles.

FAMILY MOURNING.

Black soft Patent Crêpe, fine Black Paramatta Norwick and French Barèges Tamatave French Merino, Black Grenadine for Cloaks, Crêpe Trimmings, Crêpe Sets Collars and Sleeves, Crêpe Falls and Veils, Black Shawls, Crêpe and Crinoline Bonnets. Jet Brooches and Buckles.

Air-tight Japan Tin Boxes.

Particular attention given to Wedding and Mourning orders

No orders can be attended to, unless containing a remittance for Goodss required, or reference in Bombay.

November, 1862.

### JACOB AND COMPANY,

CIVIL, Military, and Outfitting establishment, Bombay, always on hand a large assortment of Black, Blue, and Scarlet West of England Cloths.

Black, Blue, and Oxford Mixed Doeskins and Venetians.

A variety of Fancy Cassemeres, Scotch Tweeds, Heather mixtures and Fancy Flannels, for Suits.

Drab, Brown, and Oxford mixed Corded Angolas, admirably adapted for Riding Trowsers.

Black and Colored Silk Alpacas.

White Fancy Quiltings for Vests.

Best English Longcloth Shirts and Linen Collars.

Fancy Silk and Lace Neck Ties, and Scarfs.

Black Silk Hats, from the best manufacturers.

Ellwood's Patent Ventilating Felt Helmets, and every other description of Hat, at present in vogue in London, suited for all purposes, lately arrived.

Angolas, Gauze, and Thread Under-Shirts.

Brown and White Thread and Angola Socks.

Gentlemen's Boots and Shoes.

Trunks, Portmanteaus, Carpet Bags, Railway Wrappers, Writing Desks, Fancy Soaps, and Perfumery.

Eureka Shirts, Ellwood's Air Chamber Helmets and Felt Hats.

Single and Double Barrelled Guns.

Double Barrelled Pistols and Revolvers.

A good supply of Ready-made Coats, Vests, and Trowsers, of every discription, and Flannel Shirts, always on hand.

Cashmere, Nemegerry, and Cabul Shawls, Scarfs, Coats, and Dressing Gowns.

Bombay and Malabar-work and Persian Carpets.

A large assortment of China Shawls, Work Boxes, Fans, and Curiosities.

A small assortment of real Meerschaum Pipes.

Patterns and Instructions for measurement sent Post Free.

*N. B.*—The Tailoring Department is under the superintendence of a thoroughly competent European Cutter, and Gentlemen may rest assured that all orders will be executed in a proper manner.

Ladies and Gentlemen proceeding to England will find the above cheaper than any other House can supply them.

Orders from Outstations should be accompanied by a remittance or reference for payment in Bombay.

LONDON HOUSE.—Watch, Chronometer and Clock Makers, Meadow Street. The undersigned beg to draw the attention of their Customers and the public in general, to their new and varied assortment of JEWELLERY, &c., consisting of

Gold and Silver English Watches from Rs. 55 to 350.

Ladies best Gold; do. Geneva and English Rs. 75 to 200.

Gold Albert and Neck Chains of the latest patterns; Lockets, Ear-rings, Gentlemen's and Ladies Finger Rings, Brooches, Wristlets, Salataires, Sleepers, &c. &c.

*Clocks.*

English Palanquin Clocks ............ Rs. 150
„ House Clocks ............ 150
American Office Clocks ............ from ...... 25
„ Fancy Sitting Room Clocks ............ 25
„ Office Clocks ............ 30
„ Marine and Tent Lever Slope-Octagon Clocks 10 to 25
Sam Slicks ............ 16
French 8 day Tent Clocks ............ 25

*Miscellaneous.*

Candlesticks and Shades ............ 20 to 28

Opera Glasses, Moderator Lamps, Jet Jewellery, Thimbles, Silver Brooches, Silver Christening, Regatta and Rifle Match Cups, Silver Albert and Neck Chain-, Silver Butter Knives Rs. 5 to 7, Spectacles, Eye Glasses, Master Masons and Past Masters' Jewels, Aprons, and Sashes, Ribbons, Skins, Silk, &c., for making up Aprons, &c. &c.

*Terms Cash.*

Orders from Outstations strictly attended to, if accompanied with draft or reference for payment in Bombay.

THORNHILL, BROTHERS & Co,

Watch, Chronometer and Clock makers, Jewellers, Opticians and Engravers.

N.B.—Watches cleaned and repaired by a first class European Watch-maker and guaranteed for 12 months after repair.

Bombay, Established 1851.

## Auction Announcements.

DINSHAW HORMUSJEE & CO.

THIS DAY, SATURDAY the 24th instant, Messrs. DINSHAW HORMUSJEE & Co. will sell by Public Auction, a quantity of Grey Piece Goods, such as Shirtings, Longcloths, Madapollams, T. Cloths, and a few Pieces of Trouser Cloths, few Bales of Twists, &c.

DINSHAW HORMUSJEE & Co.

No. 10, Forbes Street, Bombay, 23rd Jan., 1863.

CRAWFORD & Co., 3, Marine Street, Bombay.

SALE OF STOCK IN TRADE AND SHOP FURNITURE.

TO-MORROW, SATURDAY, the 24th instant, Messrs. CRAWFORD & Co. will sell by Public Auction, at his shop, No. 24, Calbadavi, the stock in trade and shop furniture of Cowasjee Eduljee, Europe shopkeeper, closing up his business, the same comprises Beer, Porter, Brandy, Sherry, Port, Liquor, Cherry Brandy, Old Tom, Oilmanstores, Provisions, Cutlery, Toys, Perfumery, several other Sundry Europe Articles, Tables, Counters, Show Cases, &c. &c.

The above is now on view.

USUAL AUCTION SALE.

On MONDAY the 26th instant, Messrs. CRAWFORD & Co. will sell by Public Auction at their Rooms—

600 Pieces Grey Shirtings.
500 „ „ Longcloths.
600 „ „ Madapollams.
700 „ „ Jacconets.
400 „ „ T. Cloth.
10 Bales Mule and Water Twist, &c.

AT 1 P. M.

A fine young Bull Dog lately imported from England—is a good watch Dog and a ratter.

SALE OF HOUSEHOLD FURNITURE.

On FRIDAY, the 30th instant, Messrs. CRAWFORD & Co. will sell by Public Auction, at his residence, Upna Cottage, on the Parell Road, the Household Furniture, Plated-ware, Glass and Crockery, &c. &c., of W. Walker, Esq., the same comprises Pier, Sofa, Round, Card, and Dining Tables, Easy, Predieu, Rocking, Drawing Room and Arm Chairs, Four-post Bedstead, Conversation and Reclining Couches, Teapoys, Clothes and Gown Presses, Camp Cots, Chest of Drawers, Screens, Dressing and Bath Room Furniture, Sideboard, good Engravings in Frames, Lamps, Table Ornaments, a Mohagany Square Pianoforte, Cookroom and Dispense Furniture, &c.

No Catalogues, and the property will be on view from Wednesday, the 28th instant.

Bombay, 23rd January 1863. CRAWFORD & Co.

## Business Announcements.

### FRESH SUPPLIES.

*Just landed by the Undersigned, at their*

GENERAL DEPOT,

No. 1, MILITARY SQUARE, BOMBAY.

THE near approach of the "BOMBAY SEASON" affords Pestonjee Jewanjee & Co., a favorable opportunity f returning their grateful thanks to their PRESIDENCY AND UP-COUNTRY PATRONS AND CONSTITUENTS for the STEADILY INCREASING PATRONAGE they have hitherto afforded them in their endeavours to CATER FOR THE PUBLIC TASTE, and at the same time enables them to draw ESPECIAL ATTENTION to their NEWLY-IMPORTED STOCK OF CHOICE TABLE DELICACIES, just to hand per *Windsor Castle* and *Her Majesty*, and Overland, as below enumerated, each of which will be found UNIQUE OF ITS CLASS!

P. J. & Co., take leave to assure THEIR PATRONS that *no efforts* shall be wanting on their part to *deserve* a continuance of their favours, and while warranting all their VARIED STOCK OF COMESTIBLES to be *bond fide* from the most CELEBRATED PURVEYORS, ENGLISH AND FOREIGN, they trust that past experience will have proved their Terms as *liberal* and their Price as *moderate* as (taking into consideration the Quality of their Goods) A DISCERNING PUBLIC could possibly expect.

P. J. & Co., would further remind their Patrons and Constituents that their NEWLY-REPLENISHED AND VARIED ASSORTMENT OF WINES, SPIRITS, MALT LIQUORS, &c. &c. will be found well worthy attention, both as regards QUALITY, FLAVOUR, AND PRICE.

FROM CROSSE & BLACKWELL.

Pickles.

Mixed Pickles, Cauliflower, Onions, French Beans, Gherkins, Piccalilli, Red Cabbage, Walnuts, and Chow-Chow, Imperial Pickles, West India ditto, Mushroom Pickles.

Sauces, &c.

Reading Sauce, Harvey's John Bull, Beef Steak, Piquante Wellington, Tomata, Regent, Windsor, City of London, Payne's Osborne, and Essence of Shrimps, Essence of Anchovies, India Soy, Soho, Sir Robert Peel's Chutnee, and Royal Table, Lea and Perrin's Worcestershire Sauce, Mushroom Catsup, Walnut ditto, Best White Wine Vinegar, Distilled Crystal Vinegar, Raspberry Vinegar, Chilli, Tarragon, and Elder Vinegars, Salad Oil, Spanish Olives, French Capers, Double Superfine Mustard, Dutch Anchovies, and Cock's Reading Sauce.

*M. Soyer's Preparations.*

Soyer's Sauce, Soyer's Relish, and Soyer's Sultana's Sauce.

Flavouring Essences.

Orange, Lemon, Citron, Ratafia, Almond, Mace, Carraway, Cinnamon, Kernels, Ginger, Mint, Pimento, Peppermint, Nutmeg, Bergamotte, Celery, Sage, Basil, Clove, Parsley, Saffron, Marjoram, Thyme, and Extract of Lemon Peel, Prepared Cochineal, Essence of Vanilla.

Jams and Jellies, in 1 and 2 lb.

JAMS.—Raspberry, Plum, Greengage, Strawberry, Red Currant, Black Currant, Damson, Raspberry and Currant, and Gooseberry.

JELLIES.—Orange, Apple, Black Currant, Red Currant, Lemon Marmalade, Orange ditto, Apricot Jam.

Syrups for Ices.

Lemon, Raspberry, Pine Apple, Orange, Strawberry, Red and Black Currant, and Gooseberry Syrups.

Fruits in Syrup.

Pine Apple, Apricots, Greengages, Cherries, Raspberries Strawberries, Pears, Red Currants, and Black ditto.

Fruits in Noyeau and Brandy.

Apricots, Cherries, Greengages, Mixed Fruits, Pears, Red and White.

Fruits Crystallised.

Apricots, Greengages, Cherries, Chinois, Mirabelle Plums, and Mixed Fruits.

Tart Fruits.

Cramberries, Rhubarb, Gooseberries, Damsons, Apples, Plums, Cherries, Red and Black Currants, Greengages, Raspberries, Morella Cherries, and Raspberries, and Currants.

Dessert Fruits, &c.

Muscatel Raisins, in carton, ditto in ½ carton, ditto in quart bottles, ditto with Almonds, Turkey Figs, in ½ and ¼ drum, ditto in quart bottles, French Plums, in 2 lb. tins, ditto 4 lb. Jars Zante Currants, in 14 lb. patent jar, ditto 7 lb. ditto, ditto, 4 lb. do., ditto, in bottles, of 2 lb., ditto in quart bottles, Normandy Pippins, ditto in 2 lb. can, ditto in 4 lb., can. Jordan Almonds in ½ lb. canisters, Bitter Almonds, in ½ lb. canisters, Candied Orange Peel in quart bottles, ditto ditto in 2lb. cans, Candied Lemon Peel in quart bottles, ditto ditto in 2 lb. cans, Portugal Plums in Jars, ditto Mixed Peel, Candied Orange Rings in quart bottles, ditto Lemon ditto, Candied Orange Chips, in quart bottles, ditto Lemon ditto, Lozenges and Comfits, stpd. bottles, ditto ditto corked bottles, Gillon's Confectionery, Jams and Jellies, Pearl Barley, Oatmeal, &c., Lemon, Barley Sugar, Bon-Bons, Cosaques.

HAMS, CHEESES, SAUSAGES, FRENCH PATES, &c. RECEIVED OVERLAND.

PRESERVED PROVISIONS.

Meats.

Boiled Beef, ditto and ditto Vegetables, A-la-mode Beef Corned Round of Beef, Roast Beef, Ox Cheek, ditto and Vegetables, Boiled Mutton, ditto and Vegetables, Harricot Mutton, Roast Leg of Mutton, Boiled Veal, ditto and Vegetables, Veal Curry, Seasoned Veal, Roast ditto, Minced ditto, Calf's Head and Bacon, Stewed Rump Steaks, Lamb and Green Peas, Irish Stew.

Fish.

Preserved Salmon, Stewed Eels, Fresh Haddocks, Findon ditto, Turbot, Fresh Lochfyne Herrings, Firth Haddocks, Lobster Meat, in pints, Oysters, in tins, Dried Herrings in tins, Ditto ditto ditto, Herrings à la Sardines, Lamprey's in Oil, Lampreys in Jelly, Pickled Oysters in 1 lb. jars, Pickled Salmon in 3 lb. jars, Pickled Herrings ditto, Salted Salmon in ½ gallon jars, Salted Herrings in ½ gallon jars, Salmon Cutlets, Fillets of Soles, and Curried Fish, Blackwall White Bait, Dried Sprats, Oysters in Jelly, Fried Soles, and Kippered Salmon.

Soups.

Cabin Concentrated Soup and Bouilli, West India Calipash and Calipee, for making real Turtle Soup, Real Turtle Soup, Hare, Hotch-Potch, Oyster, Chicken Broth, Soup Cre sy, Mock Turtle, Oxtail, Giblet, Mulligatawny, Gravy, Ox Cheek, Vegetable, Vermicelli, and Green Tea Soups, Mutton Broth, Grouse and Chicken Broth, Portable Soup, ½ pints and ½ pints, Concentrated Gravy in Bottles, Essence of Meats, in ditto.

Vegetables.

Carrots, plain, ditto with Gravy, Parsnips, Beetroot, Turnips, Green Peas, Sage and Onions, Stewed Mushrooms, White ditto, French Beans, Asparagus, ditto German and French.

Poultry and Game.

Pheasants, Grouse, Partridges, Fowl Boiled, ditto, Roasted Duck and Green Peas, Venison Hashed, Hare, Jugged.

Sardines.

PHILLIPPE and CANAUD'S and OTHERS.

*Full size tins.*

Half Canisters, in Oil, Quarter ditto, in Oil, ditto ditto, in Butter.

French Provisions.

*From Phillippe and Canaud.*

Truffled Sausages, 1 lb., ditto Woodcock, Saipe, Quail and Partridge, 1 lb., Pâté de fois Gras de Strasbourg, Pâté de fois D'Oie 1 lb., Pâté de fois Canaudin, 1 lb. Pure Truffles, &c. &c.

Jellies in Bottles.

Orange, Lemon, and Calf's-foot, Punch, Noyeau, Madeira.

Patent Preserved Provisions.

*Hermetically Sealed.*

York Hams, ditto in Jelly, Wiltshire Bacon, Albert Cheese, Somerset ditto, Berkley ditto, Chedder ditto, North Wilts ditto, and Pine ditto, Stilton Cheese, Greuyere and Parmasan Cheese, in pieces of about 7 lb. Hambro' Beef, Pig's Cheeks, Dried Ox Tonges, Ox Tonges in Jelly, Spiced Ox Tongues, Russia Ox Tongues, Bologna Sausages, ditto in Jelly, Smoked Tongues, Collored do., Rein-deer do. six in a tin, Oxford Sausages, Yorkshire Game Pates, ditto Pork Pates, Veal and Ham Pate, Truffled Spiced Beef, in 2 lb. and Oxford Brown, 2 lb. tins.

Potted Meats.

*In Glass or Earthenware Jars.*

Anchovy Paste, Potted Ham, Beef and Tongue, Potted Yarmouth Bloaters, Strasbourg Potted Meats, Pâté à Diable, Potted Game, Potted Lobster, and Potted Shrimps.

Masson's Paris Chocolate.

Vanilla Chocolate, in sticks, ½ lb., ditto ditto in bacons, ½ lb. ditto ditto, assorted fruit imitations, in boxes, Chocolate Santé, ½ lb. cakes.

Sundries.

Conserve of Tomata, Essence of Coffee, Dried Herbs, Celery Seed, Tapioca, Carraway Seeds, Arrowroot in ½lb., in 1 lb., and in 2 lb., Pearl Barley, in 2 lb. cans, in 4 lbs. in 7 lb., Scotch Oatmeal, in 2 lb. cans, in 4 lb., and in 7 lb., Italian Maccaroni, ditto Vermicelli, Cagliari Paste, Parmasan Cheese, Prepared Jamaica Ginger, Mixed Spice Orange Flower Water, ½ pints, Honey in bottles, Mince Meat in jars of 3 lbs., Chocolate in 4 oz. fancy packets, Cocoa Paste, ½ lb. pots, Homœopathic Cocoa, ½ lb. packet, ditto ditto 1 lb. packet, ditto ditto ½ lb. tins, ditto ditto 1 lb. tins, I-inglass, ditto in ½ lb. tins, ditto in 1 oz. do. and 2 oz. do., Patent Isinglass in ½ lb. tins, Gelantine in ½ lb. tins, Robinson's Groats and Barley in tins, Grimwade's Dassicated Milk, Table Salt in Jars, Knives for opening canisters, Dun's Essence of Coffee and Russian Caviere.

Huntley and Palmer's Biscuits.

Mixed Biscuits, Current Tunbridge, Carraway ditto, Ginger ditto, Lemon ditto, Citron, Shrewsbury, Rich Arrowroot, Oriental, Soiree, Coffee, Cracknels, Filberts, Walnuts, Dessert Cakes, Presburgh Biscuits, Vanilla, Maccaroons, Ratafias, Almond Drops, Ginger ditto, Finger Biscuits, Osborne ditto, Ginger Wafer, Carraway ditto, Victoria, Brighton, Brown College, Fancy Machine Albert Biscuits, Queen's do. Nonesuch, Picnic, do., Nic-Nacs, Plain Arrowroot, Abernethy, small, ditto large, Captain's small, ditto large, Travellers' Soda, Lunch, Fine Cabin, Oval Thin Captains, Seed Biscuits, Spice Nuts, Ginger Nuts, Loaf Gingerbread.

Fortnum Mason & Co.'s Stores.

York Hams in tins, Straboungh Bacon, ditto Smoked Ox Tongues, ditto Collared ditto (ready for use), Reindeer ditto, Russian Caviare ditto, Boar's head with Pistachois, and Truffles, and French Mustard.

INDIA OILMAN'S STORES, &c.

Chutney.

Cashmere Chutney, (mild), Green Mango Chutney, Bengal (hot) Chutney, Tamarind Chutney, Sliced Mango Chutney, superior Madras Chutney, Indian delicious Chutney, with out Chilly.

Sauces.

Superior Tapp's Sauce, Green Mango Sauce, Mooltan Sauce (fresh) Tomata Sauce.

Pickles.

Cashmere Pickle, Ginger Pickle, Sliced Mango Pickle, Lemon Pickle, Mango Pickle in ½, ½, and whole kegs.

Fish Pickles.

Fish Roe Pickle, Best Tamarind Fish, superior Balachow, in pots.

Curry Powder.

Bengal Curry Powder, superior Madras Curry Powder (the directions, if punctually attended to, will make most excellent Curries), superior Madras Curry Paste, Muligatawny Paste.

Sundries.

Ripe Mango Fruits, Superior Mango Fruit for Tarts, Superior Pineapple for Tarts, Superior Lemon Barley Sugar, Refined (Poona) Mustard, Cayenne Pepper, Chilly Vinegar, Nepaul Chilly.

Preserves.

Superior Preserved Mango, in stone jars, ditto ditto in China jars.

Syrups.

Mango Syrup, Ginger Syrup, Superior Red Tamarind Syrup, Orange Syrup.

Jams.

Guava Jam, in 2 lb. pots, Mango Jam, and Tamarind Jam.

Jellies.

Superior Guava Jelly in 2 lb. pots, Rozel Jelly, Kurrand a Jelly, Green Grape Jelly, and Mango Jelly.

Marmalade.

Superior Mango Marmalade, Citron Marmalade, Lemon Marmalade, Ginger Marmalade, Orange Marmalade.

China Preserves of First Quality.

Chow-Chow, Ginger, Citron Pears, Conequat, Mango Hoonal and Orange Preserves, in cases of 6 stone jars.

## Business Announcements.

PESTONJEE JEWANJEE'S ADVERTISEMENT.—*Continued.*

Sundries.

Mocha Coffee, in bags of 7 lbs., ditto, do. 14 lbs. Wynaad Plantation do., 7 and 14 lbs. bags, Bengal Crystal Sugar No. 1, in boxes of 14 lbs. and 28 lbs., do. do. No. 2 do. do. do., soft and moist for Pudding do., Tea, Flowery Pekoe, first quality, in 10 catty boxes, do. do. do. 2nd sort, do. do. Souchong and Pouchong, first quality, in 10 catty boxes, Manilla Cheroots Nos. 1, 2, and 3, in boxes of 500, Trinchinopoly Cheroots, Price's Table and Carriage Candles, Loaf Sugar, and choice Breakfast Congou, Tea, very superior in 22 lbs. Boxes.

Copying Presses, Letter, Foolscap, and Folio size, with or without materials complete, Gingham, Alpaca, and Silk Umbrellas, Mordan's Office Black, Blue, Red and Gold Pen Ink, ditto Copying ditto, Gillon's Jams and Jellies, Oalmea, &c. DeLa Rue's Stationery, ditto Playing Cards, Leather Writing Desks, Cigar Cases, &c., Jewellery, Gold and Silver Watches, Gold Albert and Neck Chains, &c. &c.

*** Upcountry orders will be promptly executed.

PESTONJEE JEWANJEE & Co.,

18th Dec. 1862. Military Square, Fort, Bombay.

JUST RECEIVED, per Ship *Empress of India*:—A fresh consignment of the celebrated Parraffin Candles.

McCOMBIE & WRIGHT.

## Insurances, &c.

### THE LONDON ASSURANCE;

Incorporated by Royal Charter, 1720, for Insuring BUILDINGS, GOODS, MERCHANDISE, AND VESSELS IN PORT, From Loss or Damage by Fire.

FOR RATES OF PREMIUM and full particulars apply to the undersigned, who are authorized to grant Policies of Insurance against Fire.

EWART, LATHAM & Co.

### UNIVERSAL MARINE INSURANCE COMPANY, "LIMITED."

ESTABLISHED, 1860.

Offices, 35, Cornhill, London, E.C.

CAPITAL £1,000,000.

*Chairman.*—Harvey Lewis, Esq., M.P.

*Deputy Chairman.*—A. D. De Pass, Esq., (De Pass & Sons.)

*Directors.*

| | |
|---|---|
| Charles Bell, Esq. | J. Thomson, T. Bonar & Co. |
| Peter Bell, Esq. | Scott Bell & Co. |
| John Fleming, Esq. | Smith Fleming & Co. |
| Samuel Harper, Esq. | Lloyds. |
| John Lubbock, Esq., F.R.S. | Robarts Lubbock & Co. |
| J. Leonino, Esq. | J. Leonino & Co. |
| S. Pinto Leite, Esq. | Pinto Leite and Brothers. |
| Wm. Mackinnon, Esq. | W. Mackinnon & Co. |
| Thomas D. Neave, Esq. | Robert Smith & Co. |
| Brice H. Pearse, Esq. | Alexander Son & Co. |
| Albert Ricardo, Esq. | A. & W. Ricardo. |
| Wm. Reowrie, Esq. | Cavan Lubbock & Co. |
| Major Usborne, Esq. | Usborne and Son. |
| George Frederick Young, Esq. | Young Son and Magnay. |

*Superintendent of the Underwriting Department.*

Samuel Harper, Esq.

*Underwriter.*—H. K. Rutherford, Esq.

*Secretary.*—Alfred Tozer, Esq.

*Agents.*

| | |
|---|---|
| Calcutta | Messrs. Mackinnon Mackenzie & Co. |
| Bombay | „ W. Nicol & Co. |
| Madras | „ Binny & Co. |
| Kurrachee | „ Fleming & Co. |
| Shanghai | „ Dow & Co. |
| Hong-Kong | „ Smith Kennedy & Co. |
| Melbourne | „ De Pass Brothers & Co. |
| Cape of Good Hope | „ De Pass Spencer & Co. |

WITH reference to the above, the undersigned have been appointed Agents to the Company, and are prepared to grant Policies at the current rates of premium, the claims upon which can be made payable at any of the above Ports.

W. NICOL & Co., Agents for the Company.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.—LONDON AND EDINBURGH.—Established 1809.—Incorporated by Royal Charter and Special Acts of Parliament.—Subscribed Capital £2,000,000 *Sterling.*—Accumulated and Invested Funds £1,374,000

Board of Directors in London.

*Chairman.*

John White Cater, Esq., (Messrs. J. W. Cater, Son, & Co.)

*Deputy Chairman.*

Charles Morrison, Esq., (Messrs. Morrison, Dillon & Co.)
Anselmo De Arroyave, Esq. (Messrs. A. De Arroyave & Co.)
Edward Cohen, Esq. (Messrs. Drake, Kleinwort, & Cohen.)
Jas. Du Buisson, Esq. (Messrs. Henckell, Du Buisson & Co.)
Pascoe Du Pre Grenfell, Esq. (Messrs. Pascoe, Grenfell and Sons.)
Adolphus Klockman, Esq. (Messrs. Klockman and Fesser.)
John Mollett, Esq., Austin Friars Passage.
Junius Spencer Morgan, Esq. (Messrs. George Peabody & Co.)
George Garden Nicol, Esq., Chairman of the Chartered Mercantile Bank of India, London, and China.)
John Henry William Schroder, Esq. (Messrs. J. H. Schroder & Co.
George Young, Esq. (Messrs. Begbie, Young & Begbies.)

*Ex-Directors.*

Alexander Henry Campbell, Esq. (Messrs. Finlay, Campbell & Co.)
Philip Chas. Cavan, Esq. (Messrs. Cavan, Lubbock & Co.)
Peter P. Ralli Esq. (Messrs. Ralli Brothers.)
Robert Smith, Esq. (Messrs. Robert Smith & Co.)
Frederic Somes, Esq. (Messrs. Somes, Mullens & Co.)

*Manager of Fire Department.*

George H. Whyting.

*Secretary.*

F. W. Lance.

*Foreign Superintendent.*

G. H. Burnett.

*General Manager.*

David Smith.

London Offices: 58, Threadneedle Street; & 4 New Bank Buildings, Lothbury, E. C.

FIRE DEPARTMENT.

The Company insures against Fire nearly every description of Property in all parts of the world, at the lowest rates of Premium corresponding to each risk.

Insurances of Seven Years charged for Six only.

Losses settled with promptitude and liberality.

As an instance of the standing of the Company, it may be mentioned that the sum of £1,374,000 is now accumulated, and invested in Government and other securities.

The undersigned have been appointed the Company's Agents, and are empowered to issue Policies on the most favourable terms, and to settle any claims that may arise.

Agents at Bombay, W. NICOL & Co.

### ALBERT, MEDICAL, AND FAMILY ENDOWMENT LIFE ASSURANCE COMPANY.

ESTABLISHED, 1838.

Head Office, 7, Waterloo Place, Pall-Mall, London.

*For the Assurance of Lives, and also for Granting Annuities, and Endowments.*

POSITION AND PROGRESS OF THE COMPANY.

The Accumulated Assets exceed ............ £350,000
The Subscribed Capital ............ 500,000
The Annual Income from Life Premiums exceeds ............ 250,000
The Policy Claims and Bonuses Paid to Claimants exceed ............ £1,000,000

The new business is progressing at the rate of £40,000 per annum.

*Chief Offices for Western India.*—Bruce Lane, Bombay

*Board of Management.*

E. P. Repton, Esq. (Messrs. E. Latham & Co), Merchant.
Framjee Nusserwanjee, Esq., Retired Merchant.
R. Hannay, Esq., (Grey & Co.), Merchant.
Chas. F. Kelly, Esq., (Kelly and Hore), Solicitors.
*Medical Officer.*—J. Vaughan, Esq., F.R.C.S.
*Solicitors*—Messrs. Bickersteth and Cleveland.
*Agents*—Messrs. Ewart, Latham & Co.
*Bankers.*—The Bank of Bombay and the Agra and U. S. Bank.
*Secretary*—C. H. Ogbourne, Esq., F. S. S.

*The Premiums.*

UNDER authority from the Court of Directors of the late Hon'ble East India Company in September, 1847, the Actuary was permitted to examine the Records of the India House with a view to the completion of a Report on the state of the Bengal Military Fund. The Rates of Premium of this Company have been computed from data obtained by him and from the Company's own subsequent experience. Other Life Assurance Companies have not enjoyed similar advantages in this respect.

For the Assurance of Rupees 1,000 for the whole term of life, the rates with Profits, are as follows:—the Premiums for the non-participating Scale being about 10 per cent. lower.

| Age. | Civil. | | | | | | Military. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Half-yearly. | | | Monthly. | | | Half-yearly. | | | Monthly. | | |
| | Rs. | as. | p. | Rs. | as. | p. | Rs. | as. | p. | Rs. | as. | p. |
| 20 | 16 | 8 | 0 | 2 | 14 | 9 | 19 | 8 | 0 | 3 | 7 | 3 |
| 30 | 20 | 0 | 0 | 3 | 8 | 8 | 22 | 0 | 0 | 3 | 14 | 4 |
| 40 | 25 | 0 | 0 | 4 | 6 | 10 | 26 | 0 | 0 | 4 | 9 | 8 |
| 50 | 33 | 0 | 0 | 5 | 13 | 6 | 33 | 8 | 0 | 5 | 14 | 11 |
| 60 | 46 | 0 | 0 | 8 | 2 | 4 | 47 | 0 | 0 | 8 | 5 | 2 |

Example.—*An Officer, aged* 30, *next birthday, may secure Rupees* 10,000 *to his heirs at his decease, whenever that may happen, by paying Rs.* 220 *half-yearly, or Rupees* 38-15-4 *monthly to this Company: or on the without profit scale, Rupees* 200 *half-yearly, or Rupees* 35-6-8 *monthly.*

The Premiums for Short Term correspondingly moderate and particularly favorable for military men.

*The Profits*

Are ascertained every three years, a proportion equal to five-sixths of the whole profits being at the option of the Assured payable in cash—added to the Policy—or applied in reduction of future premiums.

The result of the last investigation will shortly be declared

*Guarantee Department.*

In this department the Company guarantees the fidelity of individuals filling, or about to fill, situations of trust, where security is required for their integrity.

The Company's arrangements for the extension of the Guarantee System to India are not yet matured, but in the meantime proposals will be received and forwarded to London.

*General Advantages.*

These are fully stated in the Prospectus. The following may be noticed:—

Low rates of premium. Immediate reduction to English rates on the lives assured reaching Europe. Promptitude observed in issuing Policies. No charge for Entry-money, Policy, or Medical Fees. Premiums may be paid in one sum or Yearly, Half-yearly, Quarterly, or Monthly. Thirty days of grace allowed when Yearly or Half-yearly, and Fifteen, when Quarterly or Monthly. Medical Examiners remunerated for Reports. Policies indisputable.

Assignment of Policies registered without charge. Assurances may be revived within six months of the date on which the premium became due. Civil rates charged on the lives of Military Officers holding Civil appointments. Policies may, at the time of being effected be made payable in London at the rate of two Shillings sterling per Company's Rupee.

*Every information as to the Constitution, Terms, and Conditions of the Company, will be supplied, and Forms and instructions to parties wishing to effect Assurance, will be forwarded free on applying to the Secretary.*

Holders of Policies in the original Companies should send them in for Conversion or Endorsement.

EWART, LATHAM & Co., Agents.
C. H. OGBOURNE, Secretary.

Bombay, August, 1862.


Printed for the Proprietor, by James Pearse, at the *Bombay Gazette* Press, No. 1, Manockjee Pitty's Buildings, Lower Colaba, and published by Eduljee Rustomjee, at 27, Apollo Street, Fort, Bombay.
AGENTS:—London Frederic Algar, 11, Clements Lane Lombard Street, E.C.—Paris, Messrs. H. & W. Galignani & Co., Publishers, Rue De Rivoli.—Calcutta, Messrs. Thacker Spink, & Co.—Madras, Messrs. Pharaoh & Co.